

GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers.

Vol. XXVII. No. 2.

CHICAGO, ILL., JULY 25, 1911.

PRICE \$1.50 PER YEAR.
TEN CENTS PER COPY.

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Requa Brothers, grain commission.

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Rumsey & Company, grain commission.*

Sawers Grain Co., grain commission.*

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Wagner Co., E. W., receivers and shippers.*

Ware & Leland, grain, seeds.

Wilson & Co., B. S., grain commission.

Wright & Co., Jno. F., commission merchants.

CHICKASHA, OKLA.

Farrington, J. E., Seed House, seed corn.

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Union Elevator Co., grain, hay and salt.*

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McConnell, R. B., grain dealer.

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Baldwin & Co., H. I., grain brokers.

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V

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Coughlin Co., T. C., grain commission.
Courtseen, S. G., field seeds.
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Frankie Grain Co., grain and feed.
Johnstone & Templeton, grain commission.
Kamm & Co., P. C., barley and rye.*
Lauer & Co., J. V., grain commission.
Merenees & Potter Co., grain commission.
Owen & Co., O. C., grain commission merchants.
Rialto Elvtr. Co., grain receivers & shippers.
Stacks & Kellogg, grain merchants.
Wissbeck-Grunwald Co., grain and feed.

MINNEAPOLIS, MINN.

Atwood-Stone Co., grain commission.
Brown & Co., E. A., commission.
Cargill Commission Co., grain commission.
Carter, Sammis & Co., grain commission.
David & Co., F. M., grain commission.
Fraser-Smith Co., grain commission.
Getchell-Tanton Co., grain commission.
Gould Elevator Co., grain merchants.
Hankinson & Co., H. L., grain commission.
Marfield-Tearse Co., grain commission.
Minneapolis Seed Co., field seeds.
Murfin, George W., strictly grain commission.
Nye, Jenks & Co., grain commission.
Ribeldaffer Co., J. H., grain commission merchants.
Turle & Co., grain commission.
Van Dusen-Harrington Co., grain merchants.*
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Rose, Caswell E., corn, oats, hay.

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Schwarts, B. F., brokerage and commission.*

Ulrichs & Hebert, grain commission and brokers.

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Scott & Co., Inc., S. D., wholesale hay & grain.

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Pultz & Co., J. B., grain and feed.*
Richardson Bros., grain, flour, millfeeds.*
Rogers & Co., E. L., grain, hay.*
Stites, A., Judson, grain and millfeed.

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Spencer & Miller, grain, feed and seeds.

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Foster, C. A., grain, hay, feed.*
Geldel & Dickson, grain and hay.
Hardiman & Heck, grain, hay and millfeed.
Heck & Co., W. F., grain, hay and mill feed.
Herb Bros. & Martin, grain, hay and feed.
McCaffrey's Sons Co., Daniel, hay, grain, mill feed.
McCague, R. S., grain, hay.*
Smith & Co., J. W., grain, hay, feed.
Stewart, D. G., & Geldel, grain, hay and feed.
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Martin Grain Co., W. S., grain & seeds.
McCullough Grain Co., grain commission.*
Roth Grain Co., grain and commission.
Thompson Gr. Co., H. C., grain merchants.
Western Grain Co., The, wholesale grain, seeds.

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Chicago, Ill.

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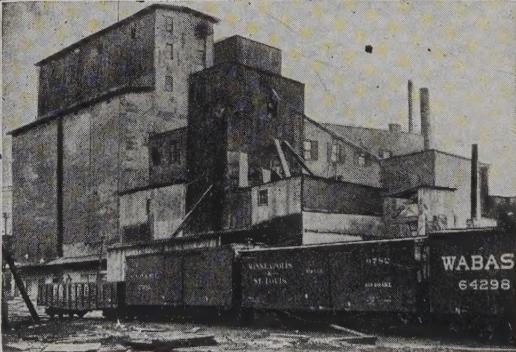
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255 La Salle St., CHICAGO

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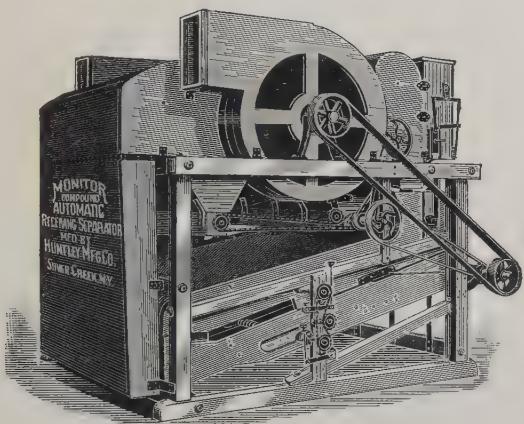
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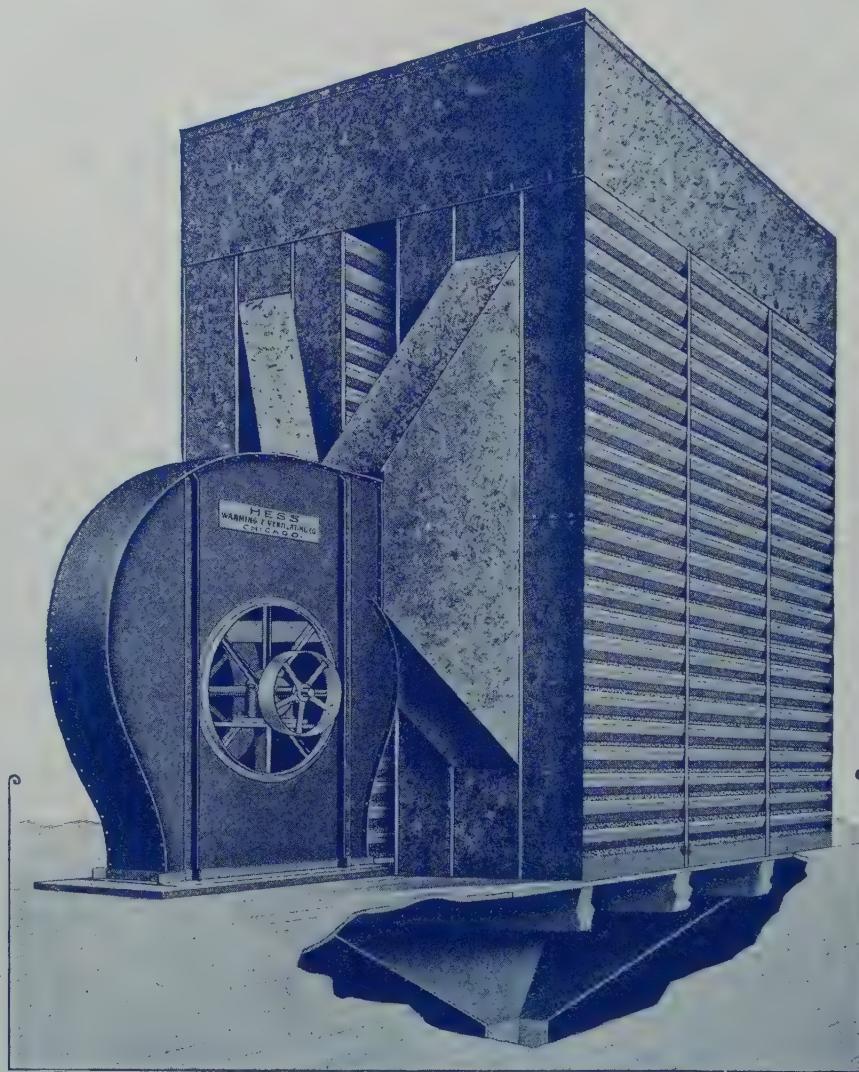
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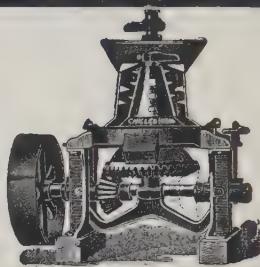
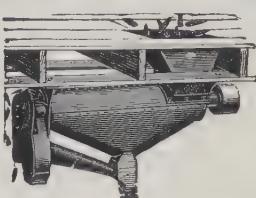
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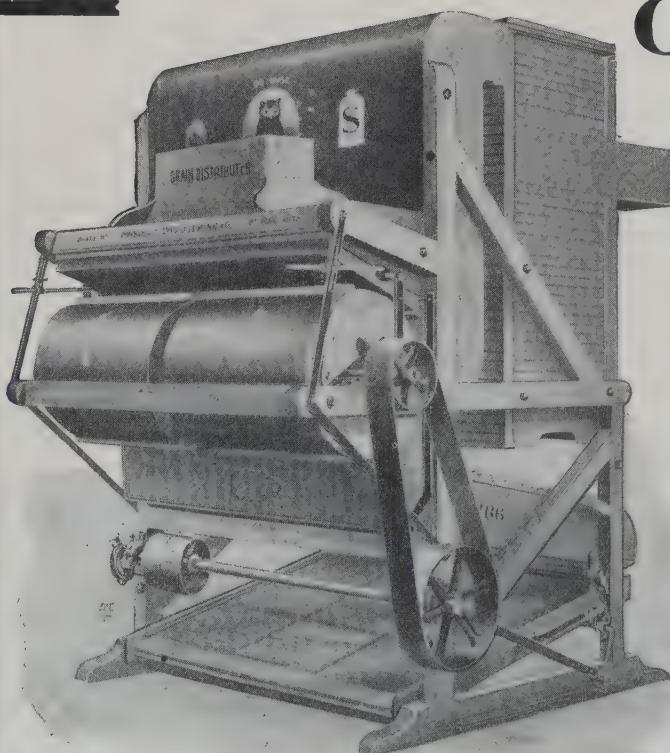
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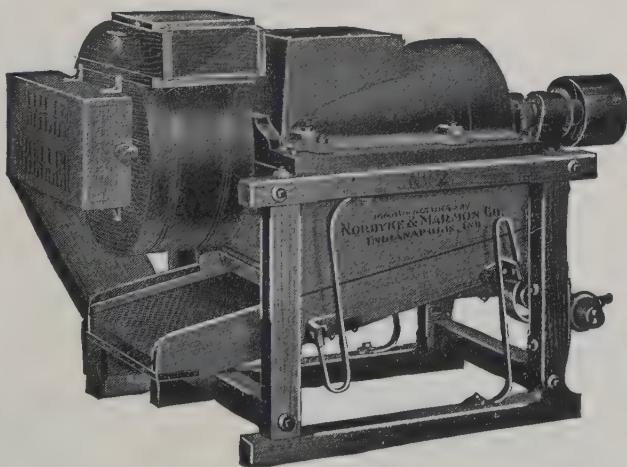
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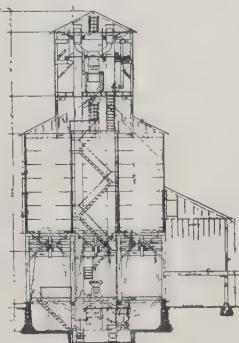
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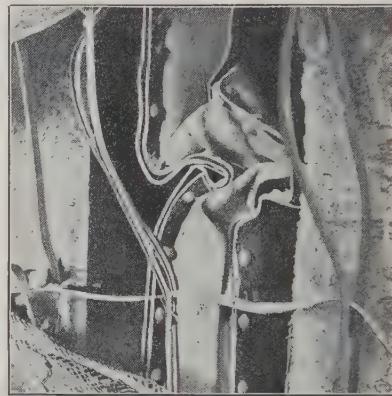
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The GRAIN DEALERS JOURNAL guarantees its CIRCULATION; boasts of the QUALITY of its circulation; has succeeded because of its INFLUENCE, and pays advertisers because its RATES are reasonable.



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Plans - Specifications - Estimates

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THE SIDNEY ENGINEERING & CONSTRUCTION COMPANY

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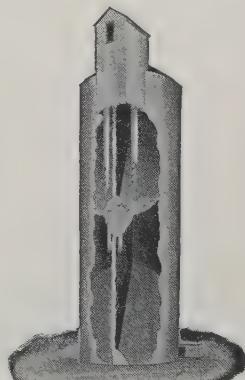
When planned, built and equipped by us, prove a pleasing proposition TO YOU. Write and tell us what you want.

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Elevator,
10,000 to
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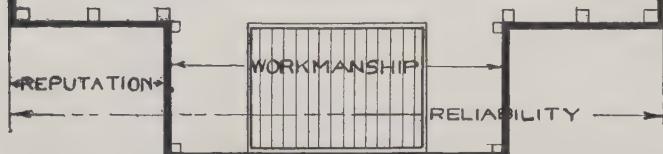
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We will furnish you with two complete sets of plans
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Elevators—
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Almost anywhere between the Mississippi and the Pacific Coast, you will find elevators like these that we have built.

We have the largest plant in the West for manufacturing steel work and Machinery of all kinds.

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Our elevators are so designed that the cost of operating and maintaining same is minimized by arrangement and adaptability to the need of the business. Write us if you are going to build an elevator or remodel your old one and we will save you money and guarantee you satisfaction in the construction of the work.

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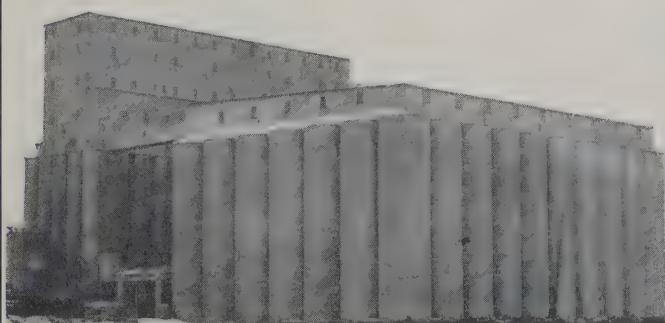
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FORM 222 C. O. So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. Price, 50cts.

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Grand Trunk Pacific Elevator at Fort William, Ontario.
Capacity 3,500,000 Bushels.

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Write or call on any of them.

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2,250,000 Bushels Capacity

Reinforced Concrete

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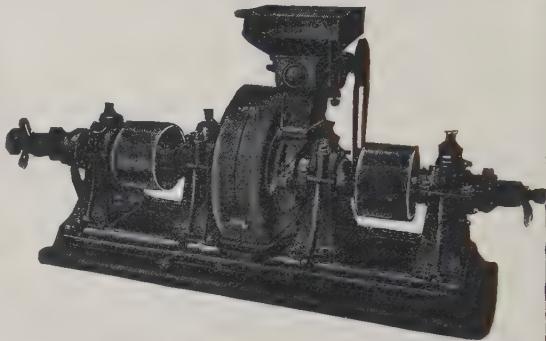
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at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

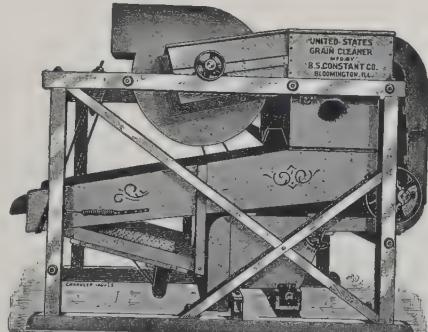
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Let us prove it to you by sending you one on trial. **WRITE US**

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was one of the best attractions at the
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June 19th to 24th

"SIMPLICITY IS GRANDEUR"

Few parts to wear or get out of order. Perfect air and screen separations. New tossing movement turns the shucks over and saves all the corn. No vibration.

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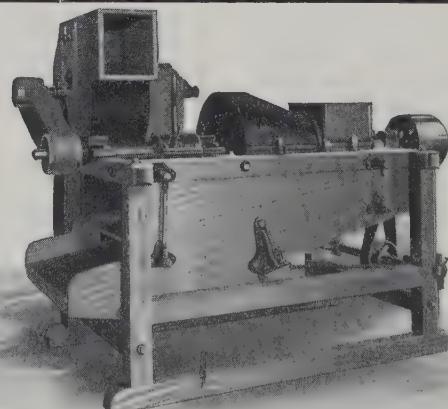
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BLOOMINGTON
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QUALITY

is remembered long after
price is forgotten.

Write for our Catalogue
No. 25 of Shellers and
Cleaners that have stood
the test and proved their
value.



The Sidney Combined Sheller and Cleaner.

MANUFACTURED BY

THE PHILIP SMITH MFG. CO.

SIDNEY, OHIO

A Complete Stock carried at Enterprise, Kan.

BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without shucks) and GRIND all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)

Handy to Operate. Eight Sizes—2 to 25-horsepower.

Peculiarly suited for use with Gasoline Engines.

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CYCLONE BLOW PIPE CO.

IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems

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"The per cent of loss saved by the '1905' over the old 'Cyclone' is from 7½% to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—*The Mechanical Engineering Dept., University of Michigan.*



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**"New
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1905"**

Manufactured Exclusively by
The Knickerbocker Co.
JACKSON, MICH.

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Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

**GRAIN
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OF CHICAGO.



CAR-LINING BURLAP

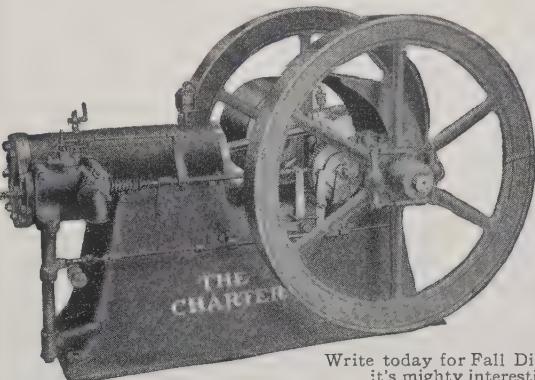
To prevent leakage of grain, line cars with "Milwaukee Burlap"—it will save you dollars and trouble. Write for prices and samples.

MILWAUKEE BAG CO., Milwaukee, Wis.



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Some day that gas engine is going to give out. Why not trade it for a new one? State make, size and period of service, enclosed in a letter to us TO-DAY.



CHARTER GAS ENGINES.

"SUCCESS"
SAFETY
MANLIFT.

BIRCHARD
DISTRIBUTING
SPOUTS,

ELEVATOR
BOOTS.

ALFALFA
MEAL MILLS
(Portable and
Stationary).

FULL LINE OF
ELEVATOR
MACHINERY.



Write today for Fall Discount List—it's mighty interesting.

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TO EVERY OWNER OF A ROOF.

If I could prove to you, absolutely beyond question, that my preservative compound will stop the leaks in any kind of a roof, and prevent it from leaking FROM FIVE TO TEN YEARS, you wouldn't hesitate to use it, would you?

I CAN DO MORE! I can show you where old and leaky roofs were made good, and have remained good considerably more than ten years. Honestly, FIVE YEARS OF WEAR DON'T SHOW on roofs that have been covered with my Indestructible Roof-Preserver.

You can take any kind of a roof that is SO FULL OF HOLES THAT IT LEAKS LIKE A SIEVE—big holes and little ones—and repair it with my Preserver so that it will be just as good as it ever was.

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Remember, too, that no expert is needed to apply it. YOUR GENERAL UTILITY MAN CAN DO IT.

It is a mineral compound—waterproof—sunproof—weatherproof. It is applied like paint. It not only stops all leaks, but it protects iron from rust, and shingles from decay. And it is just as good for felt, gravel and composition roofs.

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Send a postal to-day and get full particulars with prices.

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Increase the efficiency of the man, and you decrease cost of operation.

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enables an operator to do 50 to 75 per cent more work a day.

It also enables him to do better and cleaner work. It lasts longer than any other device you can buy. Ask for proofs.



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(ELEVATOR LEG)

is a machine with not one experimental feature in it. A device of correct factors, correctly assembled.

Each element is scientifically proportioned and symmetrically combined with every other, forming a perfectly harmonious operating mechanism.

It's automatic in action, perfectly reliable for steady uniform operation at maximum capacity.

It's rich in mechanical excellencies. It accomplishes double the work of any leg equipment of equal size.

Its actual capacity after installation is guaranteed.

It costs less to install, operate and maintain, and earns more.

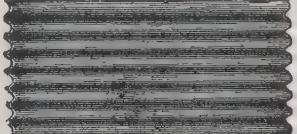
Logical reasons for this are convincingly put forth in Catalogue F.

Hall Distributor Co., 222 Range Bldg., Omaha, Neb.

The GRAIN DEALERS JOURNAL.

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Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c



SYKES Steel Roofing Company, Chicago, Ill.
Sheet Metal Contractors, Makers of Fireproof Windows
Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

The Automatic Dump Controller

Simple
Durable
Automatic
No gearing
Saves wagons
Easily attached
Out of the road
Self lubricating
Hundreds in use
Pleases your trade
Does not affect sink room
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Satisfaction Guaranteed

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Professional Experience, Intelligent Service and Legal Ability

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Belting Packing

Hose, Chain, Wire Rope

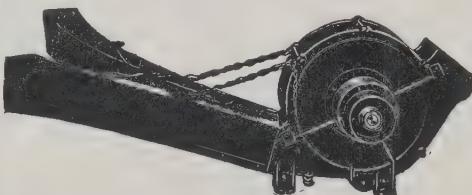
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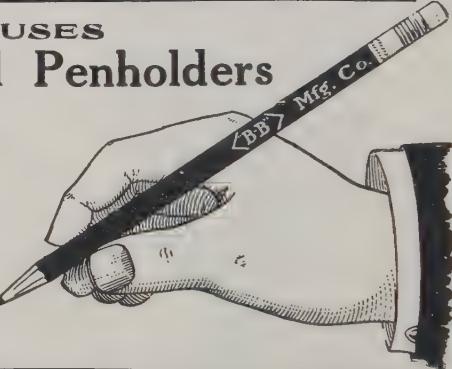
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USE THEM FOR YOUR ADVERTISING
THEY INTRODUCE AND REMIND
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Will send you a nice assortment of 18 samples of Pencils and Penholders for 35 cents, postage paid. (Send coin or 1 cent stamps)

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FIRST and most IMPORTANT—It is impossible for it to crack or mill the grain.

SECOND—It will fill the largest cars to full capacity, without any labor in the car.

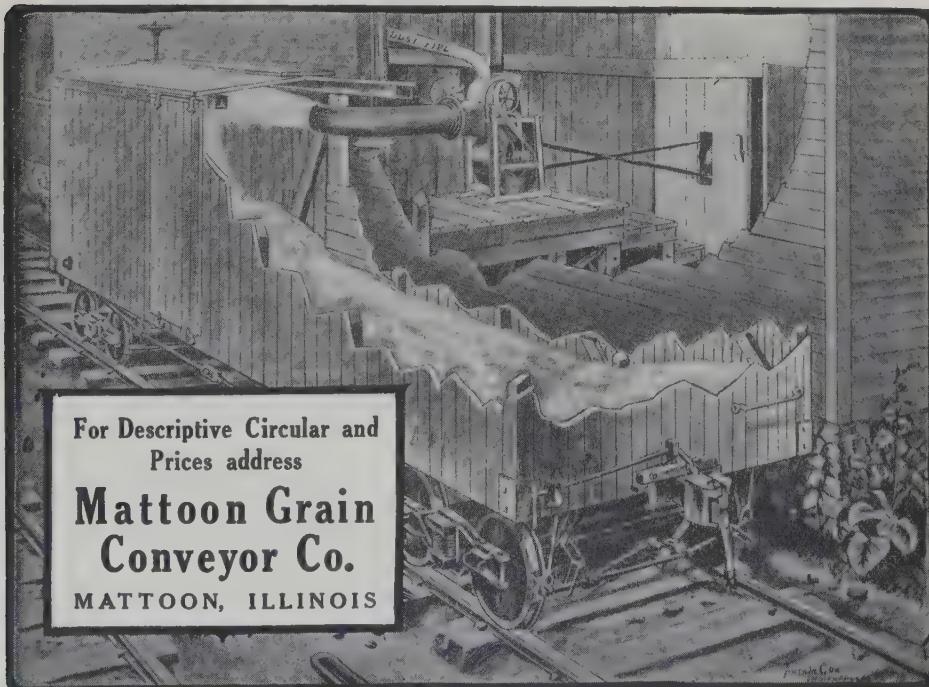
THIRD—It is strong and durable, automatic in its action, and requires no attention after starting.

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Prices address

**Mattoon Grain
Conveyor Co.**
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The Triple Self-Locking Seal



has three separate locks. Cannot be opened or picked without mutilation.

Initials and numbers printed or embossed as desired.



Requires no sealing press, thereby saving much time in sealing cars.

To lock: Insert loose end in mouth of case and crowd back to shoulder of same, when all three locks will snap into place.

Send for Samples and Prices

Chicago Car Seal Company
380 N. Green St. CHICAGO, ILL.

Is Your Equipment In Top-Notch Condition?

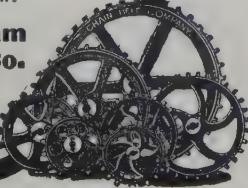
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come to headquarters. We make practically all parts of practically all machines used in the modern mill or elevator. Each part is the best that finest materials, correct principles, and skilled workmen can produce. Wait till you get our handsome catalog before you buy a thing for your mill or elevator. We beat them all for quality and our prices speak big values. Write now.

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Transmission Rope

WE CARRY A COMPLETE STOCK for immediate delivery in all the sizes from half inch to two inch diameter. Every Foot of Rope guaranteed to be of Finest Material and Superior Workmanship. Give it a Trial.

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Hess-Dried Corn

Dried with Warm Air } With a
Cooled with Fresh Air } Hess Drier

**Best for Shipping
Best for Storing
Best for Milling**

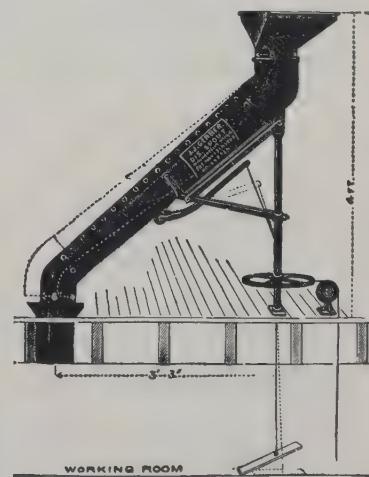
Hess-Dried Corn is normal in all respects. It will germinate strongly, and its milling qualities are improved. The treatment of Hess Drying sweetens it, removes odors, and by driving out all excess moisture prevents heating and makes it safe for shipping or for storing indefinitely.

Sold by many leading grain dealers throughout the U. S. A free list of these dealers will be supplied on request.

Hess Warming & Ventilating Co.
907A Tacoma Bldg., Chicago.

Ask about our U. S. moisture tester.

Gerber's Improved



Distributing Spouts

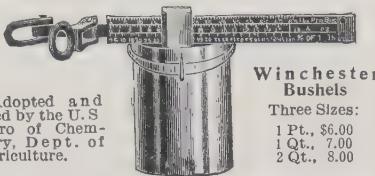
are used in all parts of the country because they are made by skilled workmen, have a worldwide reputation, and will prevent the mixing of grain.

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MINNEAPOLIS

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**THE AKRON IMPROVED
U. S. Standard Grain Tester**



Adopted and used by the U. S. Bureau of Chemistry, Dept. of Agriculture.

A. S. Garman Co., Akron, Ohio

Winchester Bushels
Three Sizes:
1 Pt., \$6.00
1 Qt., 7.00
2 Qt., 8.00

ALLEN'S ANTI-RUST PAINT

THE NAME DESCRIBES IT.
Proof against salt, acids, alkalis, fumes, sun, water, time.
COSTS LITTLE—LASTS LONG.
If interested write us.

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R

FUMA



Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills with **FUMA**

The only satisfactory method of treating grain in the bin; kills all insects, weevils, moths, etc. 10c per lb., in 50 lb. and 100 lb. drums. Send for printed matter.

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Manufacturing Chemist Penn Yan, N. Y.

Claim Losses Prevented



by TYDEN SELF-LOCKING CAR SEALS bearing your name and consecutive numbers. Thousands of shippers use them. Write for samples and prices.

INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Gen'l Sales Agent,
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We make a specialty of—

SEAMLESS STEEL BOILER TUBES.

They are the best made. We carry a liberal stock and solicit your orders and inquiries.

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Manufacturers of all Kinds of **U. S. STANDARD SCALES** Best Scales Made For Stock, Hay, Grain and Merchandise



Official Scale at all Fat Stock Shows
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Only Scales Made Arranged to Hang in SOLID STEEL FRAMES

"EUREKA" GRAIN DRYERS



Are easily controlled,
Continuous in operation,
Thoroughly Reliable,
Inexpensive to install,
Results are Uniform.

All our claims are fully substantiated.
Any percentage of moisture can be removed.

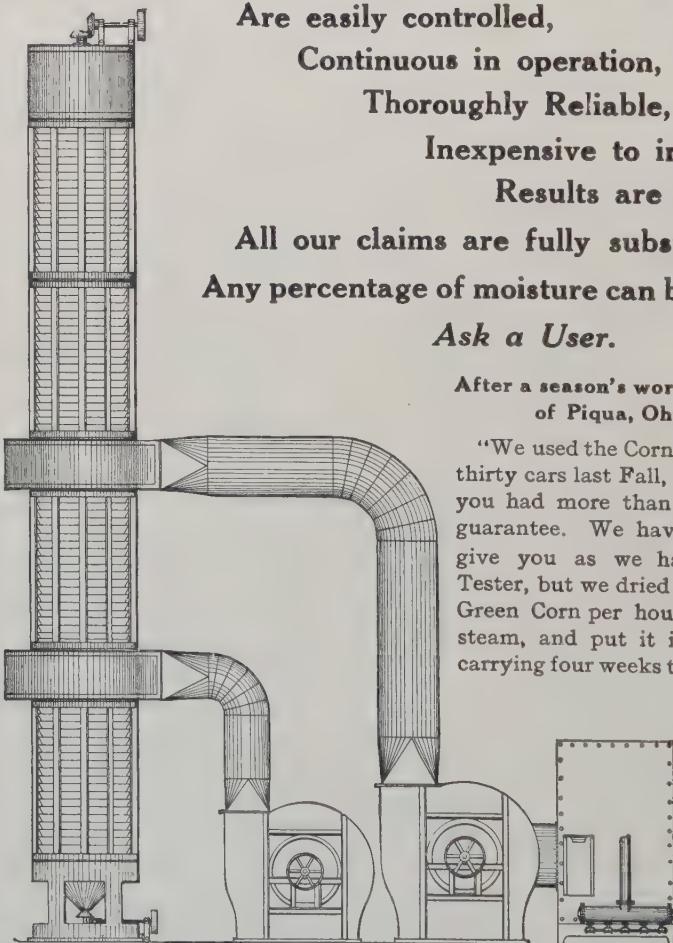
Ask a User.

After a season's work, C. N. Adlard, of Piqua, Ohio, says:

"We used the Corn Dryer on about thirty cars last Fall, and found that you had more than exceeded your guarantee. We have no figures to give you as we had no Moisture Tester, but we dried 160 bushels of Green Corn per hour, with 30 lbs. of steam, and put it in condition for carrying four weeks to New England."

Our Broker said we had the best corn that had arrived in that section.

We would not be without the Dryer at any cost."



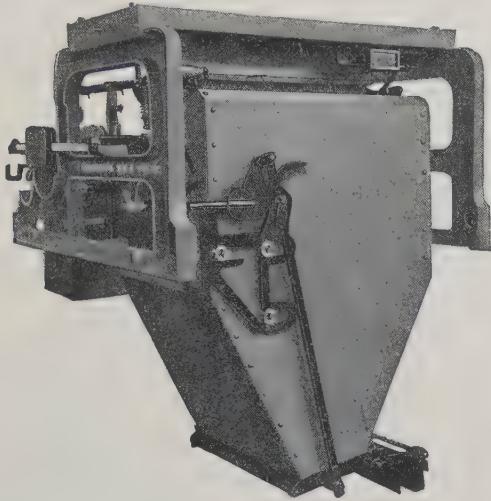
Sole Manufacturers

THE S. HOWES COMPANY
Grain Cleaning Machinery Specialists
"Eureka Works," Silver Creek, N. Y.



What Would You Give?

If we as manufacturers of the standard Automatic Scale can show you how to pay big dividends on a small investment.



Write for Proposition.

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CHICAGO MINNEAPOLIS



Plant of B. F. Goodrich Co., Akron, Ohio, covered with J-M Asbestos Roofing.

J-M Asbestos Roofing Fire-Proof

Made of indestructible Asbestos (Rock) Fibre and Trinidad Lake Asphalt, the great weather-proofer, J-M Asbestos Ready Roofing is literally a pliable stone. Fire, acids, gases, chemical fumes, heat or cold have no effect upon it. It is therefore practically indestructible.

And because of its stone nature, J-M Asbestos Roofing never needs painting or graveling. Its first cost is its only cost. Asbestos being a non-conductor of heat and cold, this roofing keeps a building warm in winter and cool in summer.

Think what a protection J-M Asbestos Roofing is to a building and what it saves in paint and repair bills! It is adapted for any building anywhere.

We'll sell you J-M Asbestos Roofing direct from our nearest Branch if your dealer won't supply you.

Write our nearest Branch for Samples and Catalog 303.

H. W. JOHNS-MANVILLE Co.

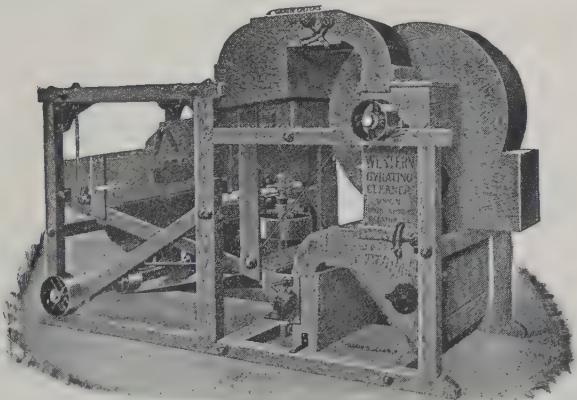
Manufacturers of Asbestos
and Magnesia Products

ASBESTOS

Asbestos Roofing, Packing
Electrical Supplies, Etc.

Baltimore Chicago Detroit Los Angeles New Orleans Pittsburg
Boston Cleveland Kansas City Milwaukee New York San Francisco
St. Louis Dallas Minneapolis Philadelphia Seattle

1294



The WESTERN Gyrating Cleaner; Built in Seven Sizes

Everything from Pit to Cupola

It has been our aim for nearly half a century to make our product just a little better than the other fellows'. That is one secret of our success.

WRITE FOR CATALOG

Union Iron Works, Decatur, Illinois
1221-1223 Union Avenue, Kansas City, Mo.

The Hundreds of Grain Elevators Equipped with Western Machinery

are the best evidence of its superiority. More grain men insist on having WESTERN MACHINERY every year, because it gives them less trouble, requires less repairs, and is more economical in the long run.



The WESTERN Pitless Sheller; Built in Four Sizes

WITTE ENGINES

USE GAS, GASOLINE OR KEROSENE

make a dependable power for Elevator and Mill work. Your plant is running in one minute, no time lost getting ready for short runs. The equipments are complete and conform to Insurance rules.

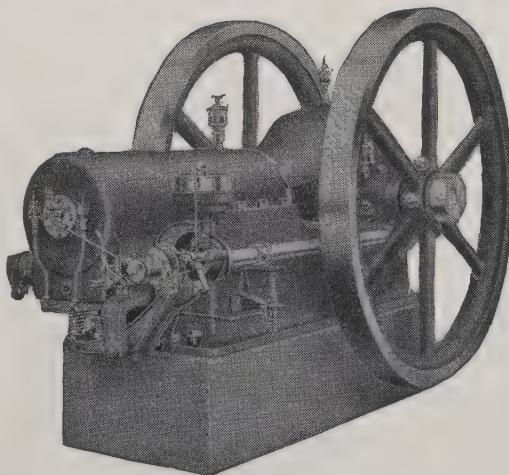
FIVE YEAR BOND GUARANTEE

Our elevator engines have wide feed oil systems, vertical valves auto noiseless mufflers and many other advantages. If you use the **WITTE** you help us advertise. So write for our introducing proposition stating size wanted.

WITTE IRON WORKS CO.

1626 Oakland Ave., KANSAS CITY, MO.

THE FIELD = THE ENGINE OF NATIONAL SUPREMACY



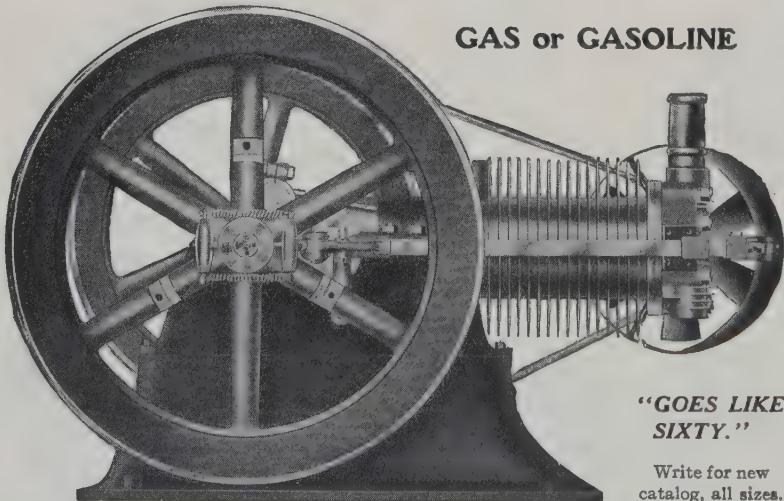
The Field Engine is today the highest class Engine built in America, and is one of the most popular Elevator Engines.

If your dealer does not carry them, write direct to

The Field Brundage Company
302-332 Belden Road Jackson, Mich., U. S. A.

GILSON 5 Horse Power AIR-COOLED ENGINE

GAS or GASOLINE



"GOES LIKE SIXTY."

Write for new catalog, all sizes.

GILSON MFG. CO., 644 Park St., Port Washington, Wis.

Figure the amount of advertising carried—Can you doubt our ability to Produce Results

THE FOOS OIL ENGINES

On oil at 2½ to 7 cents develop the same horsepower that other engines obtain from gasoline at 12 to 15 cents. At an operating cost reduced 50 to 75 per cent, Foos Oil Engines ultimately repay the entire cost of installation.

For structural details and fuel data send for Bulletin 20-O.B.

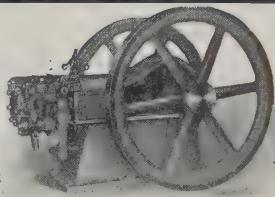
Sizes from 6 to 90 H. P.

The Foos Gas Engine Co.

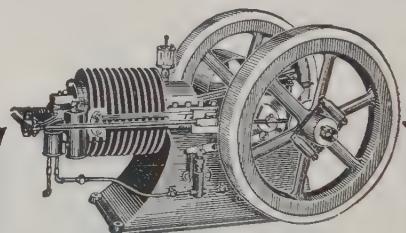
2001 Linden Ave., Springfield, Ohio

New—Near-New
Rebuilt and
2nd Hand
Gas Engines

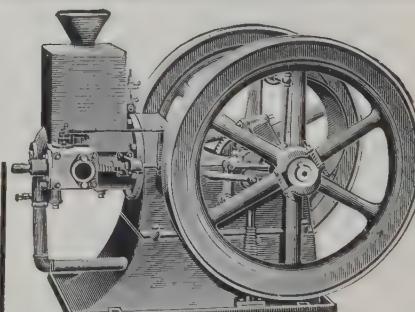
of our own make, thoroughly guaranteed—8 to 50 H. P. Let us know your requirements and we can, no doubt, fit you out with just what you want.



The New Era Gas Engine Co.
86 Dale Avenue, DAYTON, OHIO



WE DON'T CLAIM—WE PROVE IT
that this fan and waterless Gas Engine will run on one-third less gasoline than that of any other make, by giving you a 30 day FREE TRIAL. WRITE
GADE BROS. MFG. CO., 110 Main St., Iowa Falls, Ia.



Havana Gasoline Engines
Write for price and particulars.
HAVANA MFG. CO., HAVANA, ILL.

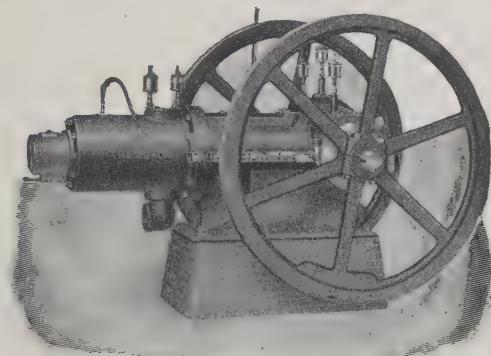
IF YOU WANT

regular country shippers to become familiar with your firm name, place your "ad" here :: ::

50c Runs a 25 Horse
A DAY Power 10 Hours

The Muncie Oil Engine

"Producing Power with the Cheapest Fuel."



It Operates on Crude Oil, Fuel Oil, Kerosene or Distillate. The few working parts reduce possible repairs and expenses to a minimum making the engine pay for itself in a short time.

Write for particulars, references and prices.

Muncie Gas Engine & Supply Company
Mulberry St. and Railroads MUNCIE, INDIANA

No matter what your battery requirements are, you should send for our book about the

**EDISON
ZBSCO
PRIMARY BATTERY**

It will do your work reliably, efficiently and at low maintenance and operating cost. Write for this book now.

Thomas A. Edison, Inc.,

49 Lakeside Avenue, Orange, N. J.

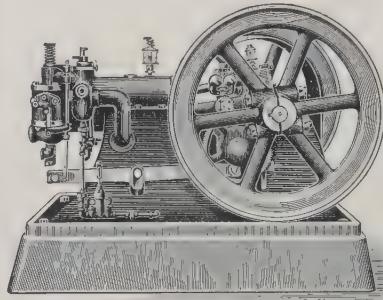
THOMAS A. EDISON, INC., is the new corporate name by which the Edison Manufacturing Co. will hereafter be known.

Get to Know the ALAMO

IF YOU HAVE TRIED THE REST, NOW TRY THE BEST

Alamo engines are built in sizes from 2 to 60 H. P. Are used by the largest railroad companies in the world, as well as some of the largest grain elevator companies.

Write us and we will give you the names of men near you who have an Alamo.



**Easy to Start
Economical
Durable**

Complete stock
of repairs at the
Omaha house.

Manufactured by the **Alamo Mfg. Co., Hillsdale, Mich.**
WRITE

ALAMO ENGINE & SUPPLY CO., Omaha, Nebr.
for Information and Catalog in Central Western States.

OTTO GAS AND GASOLINE ENGINES

Have a world wide reputation for Fuel Economy.

Have been the standard for Reliability for thirty-five years.

Have over 100,000 satisfied users to whom we refer.

The OTTO has been awarded over 475 medals and diplomas, and has won in every competitive test.

OTTO engines are made from one to three hundred horse power and are designed to use gasoline, distillate, alcohol, liquid fuels, natural, illuminating and producer gas.

We make engines for every power purpose. Write to-day for literature covering type of engine that interests you.

THE OTTO GAS ENGINE WORKS

3217 WALNUT STREET, PHILADELPHIA, PA.
537 So. Dearborn Street, Chicago, Ill.

LARGEST AND OLDEST MANUFACTURERS INTERNAL COMBUSTION ENGINES IN THE WORLD

Threshing Coal.

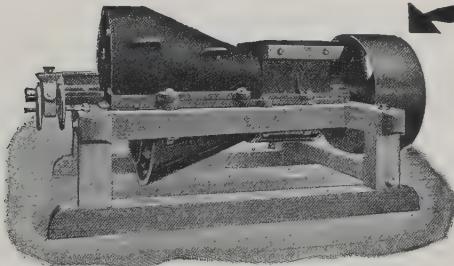
Lincoln and Capital Coal

are old favorites with the threshers.

Don't delay ordering until everyone else wants it and prices advance.

Lincoln Springfield Coal Co.

Old Colony Bldg., Chicago



VICTOR CORN SHELLER

Get Ready for the Corn Crop

Throw out your old, out-of-date machinery and prepare to meet competition.

There is nothing better than the Barnard & Leas Mfg. Co. line of Corn Shellers and Cleaners.

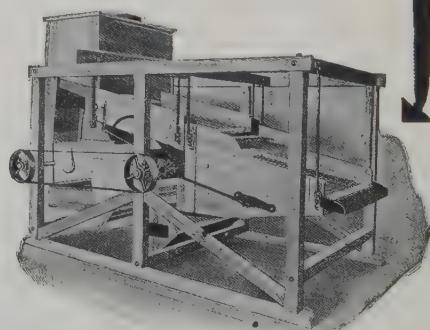
The **Victor Corn Sheller** is known wherever corn is grown as the most durable, economical and efficient machine of its kind.

The **Cornwall Corn Cleaner** was the first of the shaker cleaners. So efficient is it that it has numerous imitators but no equals. It is easily first in capacity, quality of work and durability.

We also make other Shellers and Cleaners, Feed Mills with ball and standard bearings, Separators of all kinds for Mills and Elevators, Oat Clippers, Aspirators, Grain Dryers of all capacities, and Cereal Mill Outfits.

SEND FOR LATEST CATALOGUE

Barnard & Leas Mfg. Co.
MOLINE, ILLINOIS



CORNWALL CORN CLEANER

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

MACHINES FOR SALE.

FOR SALE—3,000 Salem cups, good as new; sizes 6 in. x 16 ins. and 6 ins. x 18 ins. at 15c each. A snap. LaCrosse Wrecking Co., LaCrosse, Wis.

MACHINES not in use can quickly be sold by an advertisement in the "Machines For Sale" column of the Grain Dealers Journal, Chicago, Ill.

FOR SALE OR EXCHANGE for a 25 bbl. mill outfit a 75 bbl. Barnard & Leas planstifter system. Atlas steam engine, all in good running order. Address Box 114, Clarion, Iowa.

NOTICE. LARGEST line of remodeled second hand, also new machinery, supplies, belting, etc., for flour mills, feed mills, grain elevators, always on hand. Lowest prices. G. J. Noth, Monadnock Blk., Chicago.

FOR SALE—4 Fairbanks hopper scales, 1 No. 9 and No. 8 Monitor separator, 1 Rochester flax grain and seed cleaner, 1 double car unloader, 2 friction clutch pulleys, 2 distributing spouts, 1 4 h.p. steam engine, 2 steam pumps, 1 heater and purifier, 6 hopper tanks for boots, 1 26 in. rubber drive belt, 26 in. and 24 in. conveyor belt. We will make a very low price on any of these articles as we wish to move them in the next thirty days. LaCrosse Wrecking Co., LaCrosse, Wis.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfree, belt drive; 1-7"x15" Alfree, 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

SECOND HAND MACHINERY.—We offer the following Rebuilt Machinery at greatly reduced prices (subject to prior sales): Largest stock in the world.

Separators—No. 3, No. 4 and No. 98 Barnard's, No. 8 Eureka Elevator Separators, No. 0 and No. 4 Richmond, No. 3 Eureka, No. 5 Monitor Milling Separators.

Oatclippers—Nos. 6, 8 and 9 Invincible, No. 4 and No. 321 Eureka and No. 4 Barnards.

Feed Mills, 7x14 Great Western, 7x14 Nordyke & Marmon, and 9x24 Barnard & Leas, all two pair high; 7x14 Richmond, 9x18 Noye, 9x18 Smith, 9x18 Hutchison, 9x24 Alfree, and 9x30 Wolf, all three pair high, and many others.

Roller Mills—All sizes and makes, single and double.

Attrition Mills, 19 inch, 22 inch and 26 inch Foos, 30 inch American, 22 inch and 24 inch Unique, 20 inch Monarch.

Corn Crushers, Nos. 7, 8 and 9 Bowsher; No. 1, Styles N, L and T Foos; No. 2 Triumph, No. 12 Sullivan No. 3 Monarch.

Corn Shellers—No. 2 and No. 4 Victor, No. 4 Western Warehouse, No. 5 Keystone, No. B Standard and 2-Hole Joliet.

Steam Drier—No. 2 Cutler with hood and steam trap.

Elevator Belts—1,200 ft. 22 inch, 6 ply Rubber Belt with 20x6 Buckets attached @ 50c per ft., and many other sizes.

Pulleys—A big lot, both wood and iron, from 3 inch to 10 ft. in diameter.

Write for new book "Gump Bargains," No. 2D, giving complete list all machines in stock.

B. F. Gump Co., Mill and Elevator Machinery, 431-433-435-437 S. Clinton St., Chicago.

MACHINES FOR SALE.

PETERSON OAT BLEACHER in good running order. Sold to be replaced by larger machine. Snap for Country Elevator to get in shape to handle stained oats at fraction of cost new machine. Address Bleacher, Box 1, Grain Dealers Journal, Chicago.

STEAM ENGINES—BOILERS.

NEW FROST 33 H. P. ENGINE and 40 h. p. boiler for sale. Run less than a week. The elevator burned a few days after completed and the engine and boiler were located in a brick, metal roofed building and were not damaged. Have no use for them and will sell cheap. Windsor Grain Co., Windsor, Illinois.

FOR SALE AT BARGAIN PRICES

1 20-h. p. Nichols & Shepard traction engine.

1 12-h. p. Stevens traction engine.

1 20-h. p. Atlas L. H. automatic stationary engine.

1 35-h. p. Western R. H. side crank stationary engine. All in first class condition. Union Iron Works, Decatur, Ill.

REBUILT ENGINES AND BOILERS. ENGINES—CORLISS: 20x48 Whealock, 18x36 Ohio Heavy Duty, 14x42 Hamilton, 14x36 Vilter, 12x36 Allis, etc.

ENGINES—AUTOMATIC: 15x14 Erie, 14½x16 Buckeye, 11x16x12 Buffalo Compound, 13½x15 Taylor, 13x16 Erie, 13x12 Harrisburg-Ideal, 13x12 Phoenix, 12x14 Green, 12x12 Armington & Sims, 11x16 Atlas, 10½x14 Buckeye, 10x14 Noyes, 9x12 Russell, 7x10 Atlas, etc.

ENGINES—THROTTLING: 16x22 A. & G., 14x18 Sinker-Davis, 14x14 Lewis Vertical, 12x16 Reed, 12x14 Gibbs, 12x12 Wells, 10x16 Bass, 10x12 Oil Well, 9x12 Ball, 9x10 Reed, 8½x12 Leffel, 7x10 O. & S., 6x8 Industrial, etc.

BOILERS—STATIONARY: 72x18 high pressure, 72x18 standard, 72x16, 66x16, 60x16, 60x14, 54x16, 54x14, 48x14, 44x14, 44x12, 42x12, 36x16, 36x12, etc.

BOILERS—FIRE BOX: 100, 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h. p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5 and 3 h. p., etc.

HEATERS. All sizes, open and closed.

PUMPS: All sizes, single and duplex.

MISCELLANEOUS: Saw mills, lathe mills, edgers, cut-off saws, re-saws, blowers, exhaust fans, tanks, etc. Write for list. Also full assortment of new machinery. Sole manufacturers of the celebrated "Leader" Injectors and Jet Pumps. Send for circular. The Randle Machinery Co., 1748 Powers St., Cincinnati, Ohio.

PULLEY COVERING.

WARREN'S PULLEY COVER is applied with a brush as easily as ordinary paint and dries in from two to four hours. You can do the work at night when the machinery is idle and begin to cut down expenses the next day. The Pulley Cover is extremely durable and lasts from one to three years, depending on the service required. It gives a firm, leathery surface for the belt to grip—eliminates the impractical extravagance of leather lagging, the sticky unreliability of "belt dope." It is a practical, inexpensive, efficient time saver, as long as you run a belt on a pulley. Write for particulars regarding Special Case Outfit. The Warren Co., 232 La Salle St., Chicago, Ill.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stony Island Ave., Chicago.

GASOLINE ENGINES

ONE 50 H. P. IMPROVED MILLER GAS engine for sale. Gregory Electric Company, 16th & Lincoln Sts., Chicago, Ill.

18 H. P. GASOLINE ENGINE for sale. In good running order. Box B, Chrisman, Ill.

One 8 H.P. FAIRBANKS-MORSE engine, nearly new. Holcomb-Dutton Lumber Co., Sycamore, Ill.

IF YOU HAVE a gasoline engine for sale advertise in the "Gasoline Engines" column of the Grain Dealers Journal and get quick results.

ONE 75 H.P. FAIRBANKS-MORSE 3 cylinder gas engine; one 25 h.p. boiler and engine; almost new; will sell cheap; substituted electric power. The Lock Two Grain & Mill Co., New Bremen, O.

150 H. P. CORLISS ENGINE, boiler feed, water heater, pump, pulleys, shafting and piping for sale. Write The Land & Power Co., Arkansas City, Kansas, for description and prices.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.

25 H. P. Columbus.

25 H. P. Fairbanks-Morse.

22 H. P. Fairbanks-Morse.

15 H. P. Fairbanks-Morse.

12 H. P. Fairbanks-Morse.

6 H. P. Fairbanks-Morse.

4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

DYNAMOS—MOTORS.

SPECIAL BARGAINS in alternating current motors, ranging from 1 to 150 h. p., at any desired speed and voltage, 2 and 3 phase, 25 and 60 cycle; also a good line of direct current generators and motors and a full line of supplies. Ask us for quotations and be convinced that our prices are right. All apparatus fully guaranteed. Mutual Electric Co., Adams and Clinton Sts., Chicago, Ill.

ELECTRICAL MACHINERY BARGAINS.

One 8 light, 110 volt dynamo.....\$ 25.00

One 30 light, 110 volt dynamo..... 40.00

One 50 light, 110 volt dynamo..... 60.00

One 80 light, 110 volt dynamo..... 75.00

One 100 light, 110 volt dynamo..... 90.00

One 150 light, 110 volt dynamo..... 125.00

One 275 light, 110 volt dynamo..... 165.00

One 600 light, 110 volt dynamo..... 260.00

One 1 H.P. motor..... \$ 35.00

One 3 H. P. motor..... 65.00

One 5 H.P. motor..... 85.00

One 10 H.P. motor..... 145.00

One 15 H.P. motor..... 175.00

One 35 H.P. motor..... 275.00

One 50 H.P. motor..... 325.00

For other sizes in motors or dynamos, write us. Lowest prices. Best Quality. Aaron Electric Co., 118 S. Clinton St., Chicago, Ill.

INFORMATION.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

WANTED NAMES AND ADDRESSES of the responsible officers or stockholders of Sage Bros. Grain Co., who operated an elevator at Kasota, Minn., in 1910. Address M. Kneady, Box 2, Grain Dealers Journal, Chicago, Ill.

The GRAIN DEALERS JOURNAL.

ELEVATORS FOR SALE.

NORTHWOOD, N. D., Elevator and residence for sale. Write C. E. Burgess, Devils Lake, N. D., for prices and terms.

NORTHERN IOWA. Elevator for sale. German and American community; good crop and good point. Address C. E. F. Box 11, Grain Dealers' Journal, Chicago.

BANTRY, N. D., 25,000 bu. cribbed elevator for sale, at a very reasonable price. Address Bantry, Box 2, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT TO SELL YOUR BUSINESS write to the Manager of the Want Dept., Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

BRITTON, SO. DAK. 30,000 bu. balloon frame gasoline grain elevator for sale. Address Powers Elevator Co., Chamber of Commerce, Minneapolis, Minn.

CENTRAL IOWA. For sale 40,000 bu. elevator, mill, coal, feed and seed business. Best proposition in state. Address Central, Box 8, Grain Dealers Journal, Chicago, Ill.

SOUTHWESTERN IOWA elevator and coal business for sale in town of 1,500. Good territory; on own ground. Address I. R. V., Box 10, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS. Elevator for sale at 400,000 bu. station. One competitor. Reason for selling, poor health. Address H. A. R., Box 12, Grain Dealers Journal, Chicago, Ill.

ILLINOIS ELEVATORS for sale. Elevators at three stations, Fairbury and Weston on the T. P. & W., and Lodemia on the Wabash Ry. Will not be on the market long. There are no better grain stations in Illinois. Reason for selling wish to retire. Inquire at once. F. L. Churchill, Fairbury, Ill.

NORTH CENTRAL IOWA. A 22M capacity cribbed elevator handling 90 cars for \$1,900 cash, balance on time if desired. Good margins and side lines of hay, coal, tile and hogs that are excellent. Crops in fine shape. Write quick. Must sell as I am leaving. Address Margin, Box 12, Grain Dealers Journal, Chicago, Ill.

ETHLYN, LINCOLN CO., MO. 10,000 bu. capacity elevator for sale, located on Burlington, 55 miles from St. Louis. Will be about 30 to 40 cars of wheat handled this summer; plenty of flour, feed, seed oats and corn fertilized. Equipped with all necessary machinery. Price at low figure. Address Ethlyn, Box 1, Grain Dealers Journal, Chicago, Ill.

OHIO. For sale grain elevator located in a good live town in Northwestern Ohio. Two railroads, good schools and churches and all branches of business well represented. House is of 16,000 bu. capacity, size 25x60, the main building with shed 18x50 for corn, crib holding 3,000 bu. ear corn and large wagon scales and drive way. Also piece of vacant ground 25x44. Connected with both R. R. by sidetrack to elevator. Elevator is equipped with large Fairbanks hopper scales, corn dump, good sized floor scale, Clipper grain cleaner, large size Clipper seed cleaner, Victor No. 1 combined corn sheller and cleaner, 15 h.p. Fairbanks gasoline engine with all attachments, elevators and belts, etc., and all other machinery in first class condition and as good as new. Good dry basement under whole of building, well equipped office and flour room and wool room. Everything arranged handy for quick loading of cars. Elevator is and has been doing good business, first class farming country to support the elevator. Good reasons for wanting to sell. If interested correspond with Henry Hirsch, Archbold, Fulton County, Ohio.

ELEVATORS FOR SALE.

FOR SALE new up to date grain elevator. Fred Blattner, Wellsville, Mo.

ILLINOIS. For sale my elevators at Brokaw and Holden. Price right, easy terms. J. C. McCord, Bloomington, Ill.

\$4,000 CASH buys a 20M capacity elevator, flour house, coal sheds, complete equipment. Other business reason for selling. Am not a grain buyer. C. R. Horswill, Esteline, S. D.

CENTRAL INDIANA. Elevator, coal, feed and flour business at a bargain; good wheat and oats crop; no competition; everything first class; good churches, school and college. Address Box 363, Upland, Ind.

EASTERN INDIANA. For sale or trade one half interest in 40,000 bu. cribbed elevator; doing good business; fine retail and coal trade in connection. Address M. Box 1, Grain Dealers Journal, Chicago, Ill.

LANDA, N. D. Elevator and 210 acre farm for sale. Land joins railway right of way in town; has good set buildings and well on farm within 40 rods of elevator. Write C. E. Burgess, Devils Lake, N. D., for terms.

WESTERN OHIO. Elevator and coal business for sale. Nearly new; capacity 15,000 bu. grain, 3,000 ear corn, 3 cars coal; good location; one man can operate; price \$4,000 cash. Address D. C. O., Box 11, Grain Dealers Journal, Chicago, Ill.

CENTRAL MINNESOTA, on Great Northern Ry., two modern, nearly new elevators for sale. Large adjacent territory and good competition. For particulars address Marion, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE. Located in first class farming country. One in town of 50,000, one in town of 2,000, one in town of 1,000. Hay barn in town of 3,000. For full particulars and terms address Box 572, Vassar, Mich.

TWO WESTERN NORTH DAKOTA elevators. Best grain district in state and growing crop could not be any better; prices and terms right; must sell on account of poor health. Address Western Box 1, Grain Dealers Journal, Chicago.

NORTHERN IOWA. 44M cribbed elevator for \$2,200 cash, balance terms. Crop prospects fine. Receipts 150,000 bu.; 3 large cribs, excellent feed, flour, hay and retail business. Good competition; town 1,500 pop. Act at once, as this won't appear again. Iowa, Box 12, Grain Dealers Journal, Chicago, Ill.

TWO CENTRAL ILLINOIS up to date cribbed 70,000 each capacity elevators for sale at a bargain. Located 6 miles apart on C. & A. R. R. Corn and oats country; handle 500,000 bus. per year; gross profit last year \$7,000; no competition; good town, schools and churches; price only \$15,700. Address Rush, Box 1, Grain Dealers Journal, Chicago, Ill.

LIMA, OHIO. 16,000 bu. capacity elevator in city of 30,000 population, having a good patronage from farmers and an excellent retail business in the city, which nets a good profit. Only one other grain buying firm in the city; gas engine power, very economic; excellent proposition and will bear investigation. Offered for sale owing to failing eyesight of manager. Address The Douglas Grain & Hay Co., Lima, Ohio.

IOWA. For sale, 25,000 bu. elevator located in N. W. Ia. in best of grain belt on I. C. R. R. 3,000 bu. ear corn crib, 2 coal bins, offs, 22 ft. scales; no competition; handled 200,000 bu. this season. A good side line of coal and tile, also \$25 per month from R. R. Co. A small station but certainly is a money maker; a general store would be a bonanza; no trade; good reasons for selling. Address Bonanza, Box 10, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

CENTRAL ILLINOIS elevator for sale. Write Coon Bros., Rantoul, Ill.

IF YOU WANT TO SELL YOUR BUSINESS write to the Manager of the Want Dept., Grain Dealers Journal, Chicago, Ill.

40,000 BU. ELEVATOR in 600,000 bu. station for sale. Elegant town and competition; price \$10,000, half down, balance to suit purchaser. Address Purchaser, Box 7, Grain Dealers Journal, Chicago, Ill.

IOWA. 20,000 bus. cribbed elevator for sale. House fully equipped with modern cleaning machinery and grain in handling facilities. Buyer must move house from site. An excellent opportunity for the right man. Address Box 416, Cherokee, Iowa.

HARVEY, ILLINOIS. FOR SALE GRAIN ELEVATOR PROPERTY ON GRAND TRUNK RAILROAD, VIZ: 10 FIREPROOF STORAGE TANKS, CAPACITY 250,000 BUS., BLEACHING TOWER, BOILER HOUSE, BOILER, OFFICE, MOTORS, MACHINERY, ELECTRIC SWITCHES, CONCRETE FOUNDATION FOR WORKING HOUSE, ETC. DIRECT OR BELT CONNECTION WITH ALL RAILROADS. INQUIRE OF H. W. ROGERS & BRO., WESTERN UNION BUILDING, CHICAGO, ILL.

WESTERN OHIO. For sale 35,000 bu. capacity elevator. Equipped with 35 h. p. engine, 45 h. p. boiler, corn sheller, dumps, cleaners and all machinery. 27,000 bus. grain and 7,000 bus. ear corn; large cob house and flour room; good flour trade and handles about 800 ton coal annually; located on two railroads and own ground of 1½ acres; fine town of 800 population; two banks and electric lights; fine agriculture county and good spot for corn, oats and wheat. This is a money maker. Address W. P. O., Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR LOCATIONS.

INDIANA. For sale, one of the best elevator locations in western Ind. Foundations for elevator built and brick office with equipment complete. No competition. Address Box B, Chrisman, Ill.

ELEVATORS WANTED.

WILL BUY AN ELEVATOR. Send description and full information. Box 22, Metamora, Ind.

120 ACRES OF SALINA CO., KANSAS, land to trade for small elevator property. Address Trade, Box 2, Grain Dealers Journal, Chicago, Ill.

320 ACRES IN SO. DAK. also 160 acres in Pennington Co., S. D. to trade for elevator in So. or No. Dak. Western Minn., or Iowa. H. Hafner, Freeman, S. D.

I WILL EXCHANGE my 240 acres of highly improved farm for a good elevator in good town N. E. Kans. or S. E. Nebr. preferred. Address Exchange, Box 2, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT TO BUY an elevator make it known to the grain elevator men of the country advertising in the "Elevators Wanted" column of the Grain Dealers Journal, Chicago, Ill.

WANTED ELEVATOR that will ship 150 to 200 cars corn and oats per year. Located on Penna. R. R. in Western Ohio or Ind. House must be in good condition and price right. Address Condition, Box 7, Grain Dealers Journal, Chicago, Ill.

HAVE LARGE IRRIGATED FARM in Colorado, also good Illinois, Iowa and Minnesota farms. Owners want good mill and elevator property. Give full particulars in first letter. Iowa Mill & Elevator Brokers, Independence, Iowa.

ELEVATOR BROKERS.

C. A. BURKS, Decatur, Ill., buys and sells elevators.

WE BUY AND SELL ELEVATORS. FOR INFORMATION WRITE THE TRI-STATE GRAIN COMPANY, SIOUX FALLS, SO. DAK.

BUYER OR SELLER.

R. W. Jeter, the elevator salesman, can furnish you with either one. If you wish to buy an up to date plant or if you have one to sell, write me and I can prove to you that I handle the best, and it is thru this reputation that I solicit your continued patronage. Write at once. R. W. Jeter, Ashton, Ill.

BUSINESS OPPORTUNITIES

IOWA. For sale, first-class grain, coal and implement business. Cash only. Address C. C. I., Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED, TO BORROW \$3,000 or \$3,500 on new elevator property worth \$6,000 and doing an excellent business. Address Elevator Property, Box 9, Grain Dealers Journal, Chicago, Ill.

INDIANA—For sale, grain, flour, feed and coal business. Good house; good machinery and good trade. Best farming section eastern Ind. If mean business investigate this. Address J. S., Box 9, Grain Dealers Journal, Chicago, Ill.

WESTERN INDIANA Grain and coal business for sale with good residence; corn and oats country; good country town; good money maker; nothing better. Price \$12,000, part cash. Address Grain, Box 2, Grain Dealers Journal, Chicago, Ill.

KANSAS. Grain and coal business for sale in good town. Owing to age and health wish to retire, will sell or rent real estate and sell stock on hand at right price. Am doing good paying business in grain, coal and seeds. Address Kansas, Box 2, Grain Dealers Journal, Chicago, Ill.

FACTORY PLANT in town of 1,200, good farming country near Cincinnati. Practically new machinery for feed grinding, corn meal and wheat cleaning; also complete butter making creamery, warehouse and corn crib. Address H. J. Whitacre, 22 W. 7th St., Cincinnati, Ohio.

MILLS FOR SALE.

STEELVILLE, MO. For sale half interest in a first class 75 bbl. flour mill, up to date machinery; doing a good business; no competition. L. J. Jonas, Steelville, Mo.

FEED MILL, FLOUR AND coal business in small town, in good farming section in southern Michigan; only 13 miles from Detroit on M. C. R. R. Also 5M bus. elevator; good house and barn; building cannot be put up today for price asked; good reasons for selling. Address Feed Mill, Box 1, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—A married man capable of taking charge of steam plant elevator, no office work. Address Capable, Box 1, Grain Dealers Journal, Chicago, Ill.

GRAIN BUYERS WANTED for good points in Saskatchewan and Alberta. Address National Elevator Co., Winnipeg, Manitoba, stating age, experience and salary desired.

WANTED—Experienced, wide awake agent to manage country grain and lumber station in northern Iowa. State age, if married, salary expected and give references with application. Address Independent Grain & Lumber Co., Mason City, Iowa.

GRAIN DEALER. A thorough business man experienced in the grain business with some money to take charge of and operate an elevator and the grain business in the choicest black land belt of Texas. Address Texas, Box 2, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

MANAGER OF COUNTRY ELEVATOR wants position; have been 8 yrs. where now employed; references. Address R. O. Y., Box 7, Grain Dealers Journal, Chicago.

SITUATION WANTED AS MANAGER of country elevator. Have full knowledge of bookkeeping, grain, hay and lumber business. Address Box 399, Oak Harbor, Ohio.

WANTED POSITION AS GRAIN BUYER. 8 years' experience; married; speak German, at present employed. Address Buyer, Box 12, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION AS MANAGER of Farmers Elevator by capable and experienced young man. Best of references. Address Mgr. Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by an elevator superintendent with several yrs. experience; competent of taking full charge; first class reference. Address Competent, Box 7, Grain Dealers Journal, Chicago.

WANTED POSITION by young man 26 years of age as manager of elevator; 3 years' experience; expert with gasoline engine; good accountant; best reference. Address Expert, Box 1, Grain Dealers Journal, Chicago, Ill.

THOROUGH GRAIN MAN desires position as manager large elevator or traveling auditor for line company. Will go anywhere and be open for situation June 25th. Address Auditor, Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by married man 28 yrs. old with 6 yrs. experience in grain, lumber and coal business. Have been with my present employer 6 yrs. but wish a position where there is chance for promotion. A1 reference. Address Experience, Box 2, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by married man. Speak German, English, Holland and can also handle Norwegian and Swede trade. Good judge of grain and some experience. Can furnish best of reference and bond; would like some line house or good job as second man in elevator or lumber yard. Address Box 94, Danube, Minn.

AN EXPERIENCED MAN who has been with one firm for 15 years as manager of a large line of country elevators would like to get a similar position or as a traveling solicitor for an up-to-date firm. Can furnish many good references. Address Moneymaker, Box 7, Grain Dealers Journal, Chicago.

KEEP POSTED.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty cents for one year.

Name of firm.....

Capacity of Elevator Post Office.....

bus.

State.....

SITUATIONS WANTED.

WANTED—POSITION IN ELEVATOR. Experienced, reference. Address George, Box 2, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as business solicitor by capable grain man. Western territory preferred. Address Solicitor, Box 1, Grain Dealers Journal, Chicago, Ill.

MANAGER OF COUNTRY ELEVATOR wants position. Experienced and capable; married, and can give references. Address E. L. Reed, DeWitt, Ill.

MARRIED MAN of 27 wishes position with milling or elevator company. Five years experience; handle either steam or gas; was manager of plant 3 yrs.; reference and bond furnished. Address A. D. Box 2, Grain Dealers Journal, Chicago.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

WANTED POSITION as assistant bookkeeper in some grain commission, terminal elevator or milling company. Young man, good habits; reference as to ability; 4 yrs. experience buying grain; at present employed but desire change; prefer Minneapolis for location. Address Ability, Box 2, Grain Dealers Journal, Chicago.

SUPERINTENDENT. Practical terminal elevator supt. has 18 yrs. experience running terminal elevators from 50,000 to 500,000 bu. capacity. Thoroughly understands handling men, grain elevator machinery, cleaners, clippers, corn shellers and automatic sackers. Capable of taking full charge; hard worker and no dictator. References. Address C. H., Box 2, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

PARTNER WANTED. \$5,000 to \$8,000 to take 1/2 interest in best elevator, mill, coal, feed and seed business in Iowa. Want partner to take care of office and books. Address Interest, Box 8, Grain Dealers Journal, Chicago, Ill.

WANT HELP?

Then consult the "Situations Wanted" column of the *Grain Dealers Journal*.

The GRAIN DEALERS JOURNAL.

SCALES FOR SALE.

SCALES for elevators and mills, lowest price. Chicago Scale Co., Chicago.

30,000 LB. HOPPER SCALE for sale. Good as new; this is a bargain. Address Farmers Grain Co., Upland, Nebr.

A SONANDER AUTOMATIC SCALE 1,-500 bu. capacity for sale. Latest model as good as new. Price \$100. Shellabarger Elevator Co., Decatur, Ill.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

BAGS FOR RENT.

GRAIN BAGS FOR RENT. From 100 to 50,000. For terms write Foell & Co., 123 Market St., St. Louis, Mo.

Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8 $\frac{1}{2}$ x 13 $\frac{1}{2}$ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43

Price, \$2.25

Grain Dealers Journal
255 La Salle St., CHICAGO, ILL.

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

Grain Storage Receipts

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of..... net bus..... Wheat to be stored and insured under following conditions, etc.

The stub is used for recording the name of the owner of the wheat, the number of gross bus., dockage bus., and net bus., and lbs., grade and dockage per bu.

Each book contains 50 receipts printed on bond paper, 10 $\frac{1}{2}$ x 3 $\frac{3}{8}$ in.

Order form No. 4. Price 50 cents.

GRAIN DEALERS JOURNAL
315 S. Lasalle St. CHICAGO, ILL.

HAY WANTED.

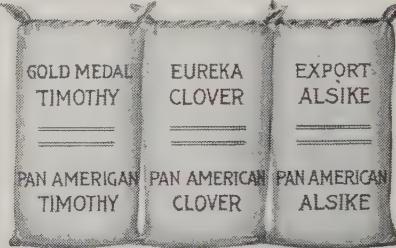
HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

PROPOSALS FOR FORAGE AND BEDDING.—Chief Quartermaster's Office, Federal Building, Chicago, Ill., July 10, 1911. Sealed proposals will be received here and at offices of Post Quartermasters until 11 o'clock a. m., August 10, 1911, for furnishing forage and bedding required at posts and stations in the Central Division during the 9 months commencing October 1, 1911, and ending June 30, 1912. Information furnished upon application here or at posts. Col. Jno. L. Clem, Chief Quartermaster.

Whitney-Eckstein Seed Co.

BUFFALO, N.Y.



Timothy, Red Clover, Alsike, Alfalfa, White Clover, Crimson Clover, Canada Bluegrass, Redtop, Millets, Lawn Seed, Orchard Grass, Seed Grains, Peas, Popcorn, Etc.

Correspondence Solicited

HOW TO SELL YOUR ELEVATOR

On May 21st, 1910, W. H. Fluke, Fairland, Okla., wrote us as follows:

Grain Dealers Journal, Chicago.

Gentlemen: Please send me the Grain Dealers Journal for six months and put the following adv. in the next issue (May 25th) of the Journal.

Signed, W. H. Fluke.

Here is the Advertisement

\$3,600 WILL BUY a 15,000 bu. cribbed elevator, iron side and roof, on Frisco Ry. 600 bu. sheller, dump scale, 3 stand elevator, gasoline engine, hopper scales. Three weeks until harvest; corn, wheat and oats in the very best condition. Large territory to draw from. A money maker. Address F. H. W., Box 10, Grain Dealers Journal, Chicago, Ill.

On July 4th, 1910, he wrote us as follows:

Grain Dealers Journal, Chicago.

Gentlemen: Please find check for \$3.60 to square my account (75c for sub. and \$2.85 for advertisements). I am glad to inform you that the first adv. sold my elevator to Geo. F. Melbourn, of Minden, Neb. Yours truly, W. H. Fluke.

If you want to sell your elevator send in your adv. at once or give us particulars and we will write one for you.

GRAIN DEALERS JOURNAL,

- 255 La Salle St., Chicago, Ill.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

ALFALFA SEED FOR SALE. Aye Bros. Blair, Nebr.

WANTED—Buyers for seed wheat, Poole, Michigan Amber and other varieties. Write S. Bash & Co., Ft. Wayne, Ind.

ALFALFA SEED for sale. Good quality American grown seed, free from buckhorn and dodder at \$10 per bu. while it lasts. Samples sent on request. C. C. Norton's Sons, Greenfield, Ohio.

ALFALFA SEED

If wanting pure American grown stock write us. We carry full line of all seeds.

The Nebraska Seed Co., Omaha, Neb.

WINTER

Wheat, Oats, Rye, Alfalfa, Vetch
Garton's Pedigree Seeds.

Garton-Cooper Seed Co.,
Sugar Grove, Illinois

OKLAHOMA GROWN SEED CORN

Specially Selected and Distributed by

J. E. FARRINGTON SEED HOUSE
Chickasha, Oklahoma

Cover's Dust Protector

Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
124 Perley St., SOUTH BEND, IND.



WANTED RYE—WHEAT BARLEY

Black Russian Oats
for Seed

Send Samples and Prices

Otto Schwill & Co.
Seedmen. Established 1869
Memphis, Tennessee

CLIMAX SUPERFINE BRAND
CLOVERS GRASSES

W.H. Small and Company

SEEDSMEN
Also RECEIVERS and SHIPPERS OF GRAIN and HAY
EVANSVILLE, INDIANA

CLOVERS



GRASSES

SEEDS FOR SALE.

WHIPPOORWILL COW PEAS, fancy German millet and cane seed for sale. Ask for samples and prices. Louisville Seed Co., Louisville, Ky.

JOHNSON GRASS AND ALFALFA SEED. New crop. Figure with us, indicating quantity of each wanted and time of shipment. Put us on your list for prices on all kinds of feed and field seeds. Dallas Grain & Seed Co., Dallas, Texas.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio.

ALFALFA SEED

Utah and Idaho grown. We are the largest primary dealers in the west and received highest award at Exposition Universelle, Paris, France, 1900.

THE C. A. SMURTHWAITE CO.
OGDEN, UTAH

Est. 1887

SEEDS WANTED.

WANTED FIELD SEEDS, all varieties. Quote, with samples. J. Oliver Johnson, Chicago, Ill.

IF YOU WANT

the Top of The Market for your **TIMOTHY SEED** Mail 2 oz. samples for bids to

SEED G. S. MANN, BROKER

512 Postal Telegraph Bldg., CHICAGO, ILL.

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE ALSYKE AND ALFALFA CLOVERS, RED TOP MILLETS, BLUE GRASS, SEED, GRAIN.

Ask for Prices. Mail Samples for Bids



Headquarters for Wisconsin Grown Timothy and Clover
Also Dry Land Montana Grown Alfalfa
ROSENBERG & LIEBERMAN
MILWAUKEE, WIS.

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN

THE ALBERT

DICKINSON

COMPANY

SEEDS

Timothy
Clover
Flax
Agricultural

Grain Bags
Pop-Corn
Seed Corn
Beans, Peas

CHICAGO

MINNEAPOLIS



Minneapolis Seed Company
Minneapolis, Minn.

SEEDS

OUR SPECIALTY IS TIMOTHY

Send Samples for Prices

Separate the Wheat from the Oats

Under the very best of conditions, oats and barley will get into the wheat, making a mixture that is objectionable. Using all possible care, this is a condition that has to be dealt with and a separation should be made.

It is unwise to ship such mixed grains to market as the presence of either lessens the value of both.

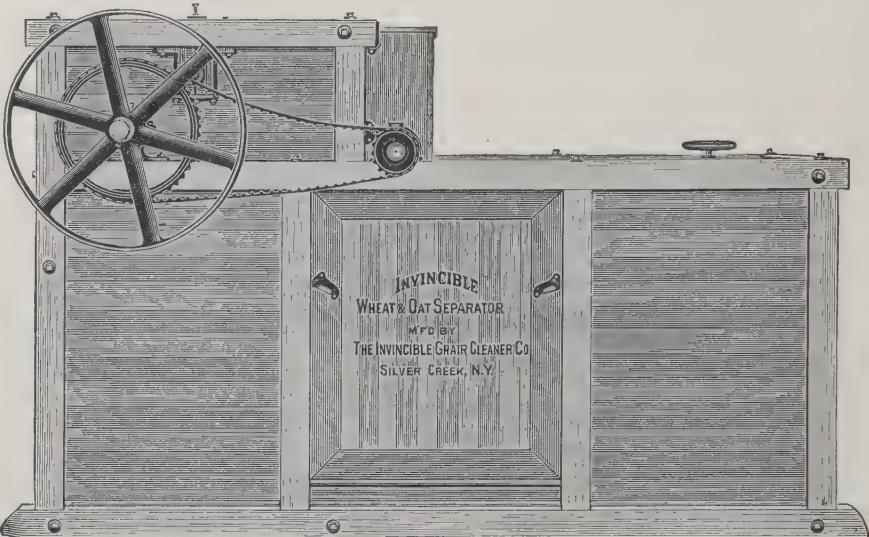
Hence, every elevator should have an

Invincible Wheat and Oat Separator

This machine has the advantage over the receiving separator as it will not tail over the larger kernels of wheat.

It will also take the tailings from the separators containing the large wheat and separate and save the wheat. This means a saving and a profit that has been slipping by you.

This machine is not expensive and will soon pay for itself by increasing the value of the grain shipped and saving what would otherwise be wasted.



Write for prices and further particulars to

INVINCIBLE GRAIN CLEANER CO.

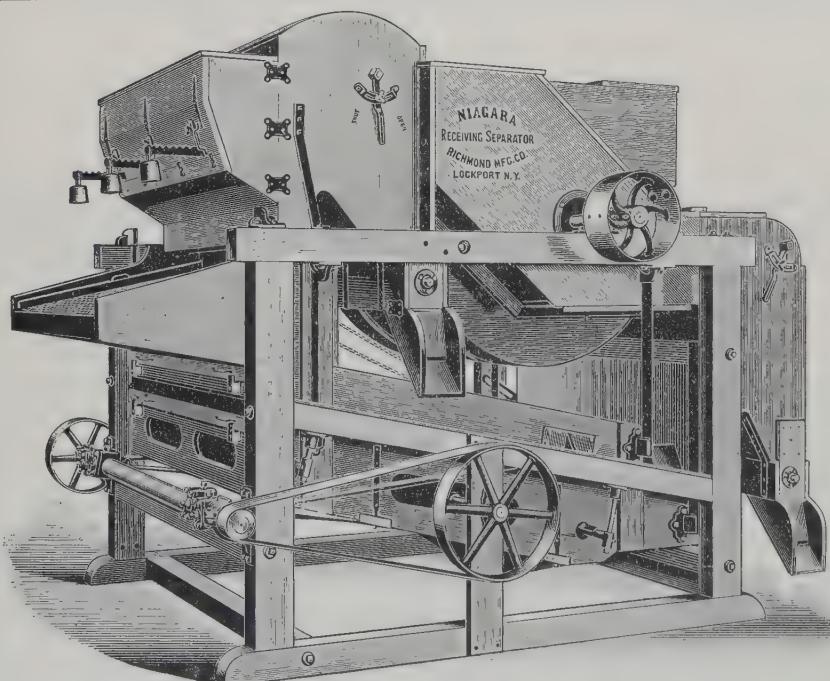
SILVER CREEK, N. Y.

F. H. MORLEY, Jr., 512 Traders Bldg., Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, Ohio

SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky.,

REPRESENTED
BY

F. J. MURPHY, 225 Exchange Bldg., Kansas City, Mo.
F. E. KINGSBURY, Terminal Hotel, St. Louis, Mo.
J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.
STRONG-SCOTT MFG. CO., Minneapolis Minn.



Niagara Receiving Separator

Especially adapted for cleaning all kinds of grain.

Steel Sieves Ring Oiling Boxes

Built of steel, wood or wood covered with steel, in capacities from 30 to 4,000 bushels per hour.

Richmond Mfg. Company

Established 1863

LOCKPORT, N. Y.

J. H. PANK, Northwestern Representative, 916 Flour Exchange Building, Minneapolis, Minnesota

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month
by the

Grain Dealers Company

315 S. La Salle Street, Chicago, Ill.
CHARLES S. CLARK, Manager

SUBSCRIPTION RATES

To United States, Canada and Mexico one year \$1.50; two years \$2.50; one copy 10 cents. To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00. A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., JULY 25, 1911.

TRUST NOT your grain to a worn out car, lest it scatter it along the right of way, without profit to either you or the railroad company. Trust not.

WINNEPEG'S inspection department draws samples of grain from cars at night in order to avoid the delay and congestion on Change during the day.

THE COUNTRY shipper who has not a reliable shipping scale is not in position to support his claim for the loss of grain in transit with very weighty evidence. In fact he is generally at a loss to know where his profits and capital have gone.

EVIDENTLY the C. M. & St. P. R. R. is determined to establish an undesirable reputation among the grain shippers of the country as the one road which will pay no claim unless the courts of last resort insist. Shippers who suffer should show up its meanness.

BLACK RUST reports have been sent out from North Dakota with a readiness which seemed to convince the trade that the prospective damage was not large, and consequently little attention has been paid to the work of the Crop Killer's Union. Is it real or just a scare?

SHIPPERS ass'n can not be expected to require members to arbitrate trade differences with members of a grain exchange which does not make a similar requirement of its members, but to do so is to emphasize the possession of a much higher regard for honesty and fairness than the exchange.

A LETCHER, S. D., elevator company's report for last year, contains the item, "Grain cleaned and screenings sold, \$53.14." If every country elevator man would do more of this work for farmer patrons, both the farmer and the dealer would be much better off. The farmer would obtain a much better yield of grain from his seed, and the dealer would be paid for his trouble.

SMUTTY WHEAT has been causing so much trouble for the trade, that some inspection authorities are now insisting that all such grain should be placed in a special grade, as it is worthless. Shipper cannot afford to handle the stuff, as the smut is sure to contaminate everything with which it comes in contact, and it may spoil good grain. Clean out the smut before shipment if you must buy the stuff.

ONE MORE grain shippers ass'n has declared in favor of the moisture test being used in the purchase as well as the sale of corn. In no other way can dealers determine how much water is being tendered them or form a definite idea of the value of the corn. The large amount of water in the large varieties of corn grown today makes it impracticable to buy the grain by the old time rule of grading—"All corn is corn."

A TOP NOTCH Farmers Club, of Buffalo, Ill., has suggested that every elevator owner post in a conspicuous place the names and yields of the most successful farmers in his section, the purpose being to encourage other farmers to grow grain which will give a larger yield. It would be well if the elevator man also would post the percentages of dirt and moisture in the farmer's grain marketed, and, if possible, induce the grower to reduce the percentage.

ACCORDING to a decision of the Kansas Supreme Court, made recently, all grain originating in the state, which is unloaded in Kansas City, Kas., must pay inspection fees into court monthly, at least until it is finally decided whether or not it is within the power of the state to compel the shipper to pay for inspection when he sells his grain by sample. Grain shipped to Kansas City from other states is free of Kansas inspection, unless the shippers want it, but the service cannot be forced upon them, and like Kansas shippers, most of the outsiders are marking their grain "*Inspection not wanted.*"

RECENT general rains have so greatly improved the condition of vegetation in many parts of the country, that both pasture and forage crops are likely to be produced in sufficient quantity to materially reduce the consumption of corn, oats and concentrated feedstuffs, but even with another rain, the demand next winter is quite certain to be in excess of several seasons past, as the hay crop has been a disappointment in all sections of the country. Think of it, \$26 a ton.

SHIPPERS who fail to load cars to the minimum weight required, court trouble for themselves and make trouble for the consignee. The Interstate Commerce Commission has ruled that carriers must furnish cars of the capacity desired, or failing in this, must transport the minimum of such carload to destination in a larger car, at the regular carload rate. Shippers, in order to get what is due them from the carriers, must insist upon their rights.

RECIPROCITY is assured so far as United States is concerned, but some evidences seem to indicate a change of heart on the part of the Canadian government. While there is a good prospect for a large crop of wheat in the Northwest, the Canada oat surplus will not be large enough to offset the shortage in the crops of Oklahoma and Texas. If Canada has any barley to spare, no doubt our maltsters will be just as glad to get it, as have been our linseed oil manufacturers glad to get flaxseed.

ONE of the disadvantages of building a grain elevator above the ground without enclosing the foundations, was brot to light at North Dakota recently, by the agent, who was cleaning out under the house, and found a large package of dynamite, fuse, and caps. How long he had been working over the mine is not known, but one thing is certain—if the house had been enclosed with a good stone foundation, the yeggmen would never have deposited the material in that spot and placed the house and its occupants in jeopardy.

THE GENERAL adoption of uniform rules, governing the grading of grain, by all of the grain inspection authorities, is but the first step toward uniform grades. Uniform grading under the rules, especially of line grade grain, is never probable, unless the heads of the different grain inspection authorities hold occasional conferences, and make an honest, earnest effort to grade grain uniformly. While the present rules governing the grading of grain do not admit of as great a variety of versions as the old rubberneck rules, still a wide variation is possible, and does exist, and will exist, until a supervising authority is given power to inspect the work of all, and bring the grading nearer to a uniform basis.

The GRAIN DEALERS JOURNAL.

AT THE recent meeting of the Iowa Ass'n the members protested against the small allowance made by grain carriers for grain doors and coopering. It has never been adequate to compensate shippers for material and labor necessary to placing the cars in condition for transporting grain, but the carriers will never increase the compensation until the protests of shippers shame them in to doing so. It is the duty of the carrier to place the car in prime condition to carry grain to destination before switching it to the elevator.

AGRICULTURAL special trains have won so much favor from the farmers, that most of the railroads seem very willing to supply the trains, if the agricultural schools will but supply the lecturers, and present prospects are for more work along this line than for several seasons past. Starting July 31st the Big 4 and the Cincinnati Northern in conjunction with the College of Agriculture of Ohio, will run agricultural specials in Ohio, in the hope of greatly improving the winter wheat crop. Every grain dealer is helping to advertise the specials.

ELEVATOR OWNERS who have or will close their elevators, as a result of crop shortage, owe it to themselves to replace all broken window panes and close all openings, so as to reduce as much as possible the locomotive spark hazard. Weeds should be cut, and all dirt and rubbish removed from about the house, so as to prevent the starting of fires nearby. Closed houses should be locked securely, and if the owner lives in a distant town, someone should be employed to watch it, and look after it, otherwise tramps and hoodlums are sure to invade the place and do much damage.

SCALE INSPECTION is proving an excellent thing for Kansas grain dealers. During June the scale inspector for the Kansas Grain Dealers Ass'n inspected 77 scales. Twenty-one out of the 57 wagon scales inspected were found out of condition because timbers were decayed, bearings were dull, check rods were missing and levers had slipped out of beam shackle, some were not properly installed, and some were completely worn out. Six of the 16 hopper scales inspected were found out of condition, because of binding, not properly adjusted, the levers binding on timbers. One of the 4 track scales inspected was found out of condition because one lever was bearing on the frame. In other words, 28 out of the 77 scales inspected were found to be out of condition. Under such conditions, grain dealers can hardly be certain of what they are doing, as their weighing facilities may be transferring their bank account to someone else's credit. No man who buys or sells by weight can afford to permit his weighing facilities to go along without inspection. Some men have hot otherwise and succeeded in staying in business, but many have suffered heavy losses, because of defective scales, and some have lost trade, because farmers found that their scales were not right. It is the scale owners duty to KNOW that his scales are right.

INCREASING THE PERCENTAGE OF MOISTURE.

Evidence presented to the Illinois Railroad & Warehouse Commission in this city today shows conclusively that many Illinois shippers have suffered heavy discounts, because their corn contained a small fraction of a per cent of moisture in excess of that allowed in No. 3. It has not been made clear that shippers would NOT continue to lose, by reason of track sold grain failing to grade, even tho the percentage of moisture permitted in No. 3 were materially increased. In fact, the majority of country shippers have made no effort to learn how much moisture was in the grain they attempted to deliver on track sales of No. 3.

Everyone recognizes the value of the moisture testing apparatus as an aid to determining not only the intrinsic value of the corn, but especially the keeping quality of the corn. The time is not far distant when every corn handler must use the moisture tester frequently, or else suffer heavy losses by shrinkage in drying, or spoiling of the entire lot. Shippers who desire to continue handling corn must, whether they will or not, heed the moisture content of what they buy, because central market distributors have lost so heavily during recent years by reason of excessive moisture in corn, that they are beginning to buy corn with a specific percentage limitations. In justice to his own business, every country corn buyer should do likewise.

No one claims water in excessive amounts does not materially reduce the intrinsic value of the corn, and especially if it is to be shipped or stored. About the only kind of corn the terminal elevator man could keep long in store two years ago, without spoiling, was kiln dried corn. Sound, clean corn, containing 15%, frequently went hot in a short time after being placed in the storage bin, and for several years past many cars of No. 3 corn which did not contain over 19% moisture became hot and spoiled in transit.

In the interests of the shippers of corn the percentage of moisture permitted in the shipping grades should be reduced to an amount which the grain can carry with safety, when shipping to distant markets. If the percentage of moisture in No. 3 can be safely increased to 20% some of the receipts so graded will be less desirable to terminal market buyers, with the natural result that they will bid less for that grade and discount the off-grades even more generously than has been their custom heretofore.

The farmer, in his eagerness to secure a large yield per acre, persists in growing large varieties of corn, which do not cure early, hence he is to blame for the shipper's trouble with the excessive moisture, and the farmer is the one who should be made to suffer for the trouble he has caused. The trade wants No. 3 corn to be a grade which will stand shipping with safety to any part of the country. No one who handles corn, willingly buys grain containing an excessive amount of moisture, because of the danger of heating, and even tho the grain inspection departments were induced to grade corn containing 30% moisture "No. 3" the buyers would not take chances on it.

All attempts to legislate corn value into water will fail and force losses on any who buy the grain without due consideration to the moisture content.

INCREASED RENTALS FOR ELEVATOR SITES.

As is recited by Sec'y McCord in "Letters" this number, the Interstate Commerce Commission has recently issued a conference ruling, which is bound to make trouble for country elevator men, whose houses are located on railroad rights of way. The new ruling, which is known as Conference Ruling No. 325, will apply with equal force to any industry located on railroad right of way and charged but a nominal ground rent. Large terminal elevators located on very valuable land have been rented, sometimes with the elevator included, for the nominal sum of one dollar per year.

The railroads will welcome the ruling, because they have striven for several years past to advance their rentals to a figure which seemed prohibitive to many elevator operators. The ultimate effect of the ruling will be to reduce the number of grain elevators at country stations. The idle houses which have not been operated for years will no doubt be razed. Private land, available for grain elevators in many places, will command a premium, as grain dealers generally would much prefer to have their elevators on their own land, and thus be independent of the railroad company and its whimsical, unreasonable regulations and exactions, made for those having elevators on railroad property.

It cannot be that the Interstate Commerce Commission took into consideration the fact that the country elevator man in reality acts as agent for the carrier; in fact he provides the freight warehouse for bulk grain, weighs, handles and loads it, without responsibility, care or expense on the part of the carrier. Should shippers demand that carriers provide depots for bulk grain, no doubt the Interstate Commerce Commission would insist that it be done, as the charters of most of the roads require them to provide suitable depots for freight and passengers. No railroad east of the Rocky Mountains has refused to furnish cars for transporting grain in bulk, and so long as they are willing to transport it in bulk, they should be willing to furnish depots at every station where it is offered for shipment.

The Interstate Commerce Commission has itself justified the granting of an elevation allowance to terminal elevators, for the handling of bulk grain, and it might be induced to look with favor on a loading fee, to be paid by carrier to all grain elevator owners who release cars same day placed for loading.

The giving of elevator sites for a nominal rental in some sections of the country has been a preference, because the railroads did not have sufficient ground to grant sites to all who might desire to build grain elevators on railroad property, but in new territory sites have been granted without reserve, and at some stations in the northwest 8, 10 and 12 elevators may be found, altho all of them are seldom in operation. While this new ruling of the Commission will no doubt result in an increase in rentals, elevator owners should demand a loading fee, which will offset the increase.

LEAKING GRAIN IN TRANSIT.

Grain dealers can help brother sufferers in collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for publication the initials, number, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

St. L. S. W. 10258 passed thru Unionville Center, O., July 22, on P. C. C. & St. L. leaking shelled corn.—H. Hall.

C. H. & D. 46627 went south in local freight, July 22, thru Elkhart, Ill., leaking yellow corn at door badly. Tried to open door to fix leak but train did not stop long enough.—H. Beggs, Lynd & Henneberry.

A. G. S. 12811 (Queen & Crescent Route) went south in local (I. C.) thru Walker, Ill., July 20, leaking yellow shelled corn from cracks in side of car where siding had spread. Train did not stop long enough for us to repair leaks. Car was billed to Memphis.—R. H. Andrews, Van Gundy & Andrews.

Wabash 65821 passed thru Garber, Ill., in the morning of July 20, northbound on the Wabash, leaking wheat at one corner post. Train did not stop here or we would have tried to stop the leak.—Lee W. Eggleston.

C. G. W. 17072 passed thru Burchinal, Ia., July 20, leaking wheat.—Menni Wood, mgr. Farmers Incorp. Co-op Soc.

C. G. W. 18280 passed thru Burchinal, Ia., July 20, leaking wheat.—Menni Wood.

M. & O. 19363 on Extra 65, northbound, was leaking wheat at lower corner of door at Manito, Ill., in the morning of July 20. Conductor opened door and leak was stopped.—A. R. Harbaugh, mgr. Smith-Hippen Co.

C. G. W. 17184 passed thru Burchinal, Ia., July 20, leaking wheat. This and the two other cars I have reported under this date were bound for Minneapolis and leaked at sides. We had no time to stop the leaks.—Menni Wood, mgr. Farmers Inc. Co-op. Society.

C. H. & D. 45060 passed eastbound thru Laura, O., July 19, leaking wheat badly at end of car in center.—A. B. Jones, mgr. for Henderson & Coppock.

C. M. & St. P. 45204 passed thru Free-man, S. D., going east July 17, leaking wheat quite freely at several places. Stopped the leaks while crew was switching.—G. H. Dewald, agt. Dewald & Walter.

Wabash 66912 was leaking corn on west side of car when passing thru Economy, Ind., July 17.—W. M. Kennedy, Anderson & Hollingsworth.

C. & E. I. 60442 passed thru Girard, Ill., July 17, northbound on C. & A., leaking badly. Had no time to repair it but notified the trainmaster.—A. S. Carter, P. S. Carter & Co.

M. C. 43445 passed thru Sullivan, Ill., July 15, southbound, leaking corn at side.—M. Sullivan Eltr. Co.

M. P. 31699 went thru Milmine, Ill., on fast freight in the morning of July 15, leaking wheat. No chance to repair it here as train did not stop.—Hamman Bros.

I. M. 18541 went eastbound thru Clafin, Kan., July 15, leaking wheat on north side between sill and floor.—The Clafin Grain, Fuel & Stock Co.

Pa. 509084 passed thru Clafin, Kan., July 15, eastbound, leaking wheat quite badly at corner. Could not effectively repair as sills were rotten and sprung.—The Clafin Grain F. & S. Co.

P. R. R. 17920 passed thru Andrew sta., Cantrall p. o., Ill., over the C. P. & St. L., July 14, leaking yellow corn badly. Shipper was the Fort Wayne Roller Mill Co.—R. C. Cox, Sherman, Ill.

C. I. & L. R. 17139 passed thru Andrew sta., Cantrall p. o., Ill., July 14, on the C. P. & St. L., leaking yellow corn; shipper, Ft. Wayne Roller Mill Co. Will be a serious loss on both cars I have reported; sides of both were bulged.—R. C. Cox, Sherman, Ill.

Wabash 63089 passed thru West Point, Ind., July 14, in train 76, leaking yellow corn.—N. B. Ford, agt. Crabbs Reynolds Taylor Co.

I. C. 26693 passed thru Ludlow, Ill., July 13, leaking corn from bottom of car.—R. M. Hodam, mgr. Ludlow Eltr. Co.

C. G. W. 22550 passed thru Burchinal, Ia., July 12, loaded with wheat for Minneapolis and leaking at door post.—Menni Wood, mgr. Farmers Inc. Co-op. Soc.

C. G. W. 25158 passed thru Burchinal, Ia., July 12, loaded with wheat and leaking thru floor.—Menni Wood, mgr. Fr. Inc. Co-op. Soc.

C. G. W. 17958 passed thru Burchinal, Ia., July 12, leaking wheat thru floor.—Menni Wood, mgr. Fr. Inc. Co-op. Soc.

C. G. W. 22390 passed thru Burchinal, Ia., July 12, leaking wheat thru floor as were 25158 and 17958 I reported, on account of being dried and open. The four I have reported were bound for Minneapolis and, as all leaked badly, will make a big shortage. We tried to stop the leakage, but the train stopped only a short time.—Menni Wood, mgr. Farmers Inc. Co-op. Soc.

Wabash 64643 passed thru Milmine, Ill., July 10, on thru freight, leaking wheat.—T. E. H. Hamman Bros.

B. & O. 180448 came thru Springerton, Ill., July 7, loaded with wheat and leaking at bottom. We repaired it as well as we could while it was standing.—C. R. Barton & Son.

MOISTURE TEST HEARING.

In response to the resolution adopted at the annual meeting of the Illinois Grain Dealers Assn. in Bloomington June 18th, which was published in the Grain Dealers Journal for June 25th, bottom of third column, page 925, the Illinois Railroad & Warehouse Commission granted a hearing on the moisture test, in its offices at Chicago this day.

Lee G. Metcalf, pres. of the Illinois Assn., led for the petitioners, and asked that more reliance be placed in the judgment of the inspector, and less dependence in the moisture testing apparatus.

Henry Holmes of Lincoln, Ill., read a paper denouncing the depreciation of the farmer's corn 2c to 3c a bu. because it contained a small percentage of moisture in excess of that allowed in No. 3.

Sec'y S. W. Strong of the Illinois Assn. said that the dealers over the state were unanimously against the moisture test being used as such a potent factor in grading corn.

W. L. Shellabarger of Decatur presented a mass of evidence, and claimed that much corn which had been inspected No. 4 into Chicago, and discounted, was afterward sold to eastern consumers as No. 3, without cleaning or drying, and without complaint on the part of the eastern buyers.

Pres. E. M. Wayne of the Grain Dealers National Assn. stated that the National Assn. did not believe it was necessary to change the percentage allowance in No. 3 corn, but that the assn. would be represented by John M. Dennis of Baltimore, chairman of the Uniform Grades Committee.

Mr. Dennis, after informing the commission that the moisture test was used in the grading of corn at Baltimore, and also at New York, and expressing the conviction that corn could not be safely handled without the use of the moisture tester, he called upon Pres. J. F. C. Merrill of the Chicago Board of Trade, when an adjournment was taken for luncheon.

Immediately after luncheon Mr. Merrill testified that it was absolutely necessary to have a definite understanding of the amount of moisture in each grade if the moisture tester was to be used at all.

J. W. T. Duvel, of the U. S. Dept. of Agri., gave statistics concerning the moisture content and quality of Illinois corn and corn exported from the United States with reference to its tendency to spoil when containing excess moisture and also plead for a more rigid grading, saying that this would improve the quality of the corn grown and delivered by

the farmers and result in a greater exportation from the United States.

Chief Inspector E. H. Culver spoke with reference to the work of the Uniform Grades Comite in limiting the moisture content.

H. H. Newell called attention to statement previously filed, concerning 49 cars of No. 4 and sample corn, inspected by the Chicago inspection dept., which was ordered for transfer, and the out inspection showed that each and every car was raised one grade. Also stated 576 cars of No. 4 sample corn which his firm purchased on the Chicago Board of Trade, was ordered to a certain elevator in Indiana, where the identity of the grain was preserved, and without drying or cleaning was inspected out and sold as No. 3 corn to trade in New England, not a single car was rejected or one cent reclamation made.

Harry Patten spoke with reference to the necessity of shipping only the drier corn to the South.

Mr. Shellabarger claimed that he had shipped more corn to New Orleans with a high moisture content than he had been later able to ship to Chicago, and presented a telegram from the sec'y of the Baltimore Chamber of Commerce, Jas. B. Hessong, saying "Inspection department uses moisture test only under uniform rules when requested. The government laboratory furnishes moisture tests when desired."

After some general discussion the Commission adjourned to take the case under advisement and will render a decision later.

IN ATTENDANCE.

In attendance were Chief Inspectors E. H. Culver of Toledo, O.; F. W. Harrison of Detroit and Geo. F. Powell of Omaha, Neb.

Sec'y Geo. A. Wells of the Western Grain Dealers Assn.; C. B. Riley of the Indiana Grain Dealers Assn., and John F. Courier of the Grain Dealers National Assn.

J. W. T. Duvel, Crop Technologist in charge of Buro of Plant Industry, Dept. of Agri.; W. P. Carroll, in charge of the government's testing buro at Chicago.

Pres. Merrill, W. N. Eckhardt, Harry Patten, J. C. Murray, and H. H. Newell of Chicago.

Illinois country shippers, Lee G. Metcalf, Illiopolis; Henry Holmes, Lincoln; W. L. Shellabarger, Decatur, and J. E. Collins, Garrett.

Receipts of wheat at the eight primary markets for the week ended July 17 aggregated 7,868,000 bus. and for the two weeks 12,241,000 bus., compared with 2,845,000 and 5,296,000 bus. received in the corresponding periods of last year, as compiled by the Cincinnati Price Current.

BE A BOOSTER.

Do you know there's lots o' people Settin' round in every town, Growlin' like a broody chicken, Knockin' every good thing down? Don't you be that kind o' cattle, 'Cause they ain't no use on earth, You just be a booster rooster, Crow and boost for all you're worth.

If you know some dealer's failin', Just forget 'em, 'cause you know That same feller's got some good points, Them's the ones you want to show 'Cast your loaves out on the waters, They'll come back' is a sayin' true, Mebbe, too, they'll come back "buttered" When some dealer boosts for you.

—From Harvester World.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

SHIPPIERS ENTITLED TO VOICE IN INSPECTION.

Grain Dealer's Journal: I do not believe that the buyers, the receivers, in any market should be able to reverse the inspectors. I consider such a practice vicious in the extreme.

I do believe we should have National Inspection, rather than Federal Inspection. National Inspection under the joint control of the three great associations, viz: Grain Dealers National, National Hay and Millers, National Federation.

Such National Inspection would be free from Politics. Such inspection should be impartial as shippers, receivers and millers are members of one or more of these three associations. They would all be represented in that way.

National grades for both grain and hay have been pretty generally adopted. The inspection, the applications of the rules to individual shipments is vastly more important than the rules or grades themselves. The inspection fixes the value.

With National Inspection we can expect some degree of uniformity. The National Hay Ass'n is now "Blazing the Way."

I have mailed a letter of which the following is a copy:

Blanchester, O., July 3rd, 1911.

Frank I. King, Toledo, Ohio.

Dear Sir:—Many good ideas in your Market Reports. We enjoy and appreciate them. We are not professional knockers. There are some evils which deserve the Hammer.

Your report of July 1st says:

"Big Chief Culver Reigns But Not Supreme. He and his expert assistants do the inspecting. Our men keep an eye on them to prevent any mistakes. Inspection Committee is a Supreme Court over them."

Such an arrangement is a Bastard Custom from the Nineteenth Century. It should not be tolerated in the Twentieth. To continue this infamous practice means "Federal Inspection." Better, a thousand times, substitute a Supreme Court with Culver as Chief Justice and two or four of his assistants as Associate Justices. Such a Court might not be personally interested in its decisions.

In cases under the Sherman Anti Trust Law and similar laws the Government might just as well substitute for the Supreme Court a committee composed of presidents of Standard Oil, U. S. Steel, the Penn. R. R. and similar companies, as for your grain BUYERS to overrule the INSPECTORS.

"Spot the undesirable, put it out of business. Progress."

We suggest you include the above in one of your letters, and ask the shippers which Supreme Court they prefer. Or why not have a Supreme Court of SHIPPERS now, for as long a period as the RECEIVERS have enjoyed this "Blessing in disguise."

Yours truly,

L. W. DEWEY.

In commenting on Mr. Dewey's letter, Mr. King wrote:

Ohio Dealer Talks Like An Insurgent.

He would "Recall" the present grain inspection system. He wants a vote. Send in your ballots. Mr. Dewey objects to the Inspection Committees of the Boards of Trade. His letter is not quite clear, but his friend Big Chief Culver says Mr. Dewey wants a Supreme Court composed of country shippers and millers, with the boards of trade ignored, to supervise the grades and

inspection at the different markets. Mr. Dewey has no grievance against the Toledo market, except a slight disappointment because some smutty wheat failed to grade number two. This is not the reason why he suggests a Supreme Court of shippers.

Buyers have rights as well as shippers. It takes two to make a trade. There must be a buyer for every seller. Contracts for billions of bushels of cash and future grain are made on the boards of trade every year. They are based on the grades as established by the different boards, except where there is state inspection. Why ignore the boards of trade in appointing the "Supreme Court"?

Boards of trade are composed of receivers, shippers, millers, exporters, bankers, railroad men, and speculators. All grain trades, whether made there or in the country, are based on the grades and prices established on the different boards. Boards of trade must be fair to all. No system would please everybody. Toledo has as good a system as any market. The grades are established by the directors, who are elected annually and who represent all the different interests. They appoint the inspection committees, which are composed of experts, representing millers, receivers and shippers. They watch the work of the inspectors to see that they are fair to everybody. The inspectors give bond, get good wages, and are supervised by Big Chief Culver, who is as good a judge of grain as any. Track men for the different firms watch the deputy inspectors. No market can prosper unless it is fair to both buyer and seller.

HOLDS NOMINAL RENTAL FOR SITES UNDUE PREFERENCE.

Grain Dealer's Journal: Recently the Interstate Commerce Commission rendered a conference ruling of unusual interest to country elevator owners. It follows:

325. Land Leased by Shipper From a Carrier at Nominal Rental Unlawful.—Under a lease in which a nominal rental is reserved a private person has erected a grain elevator upon land belonging to an interstate carrier. Held, That the arrangement constitutes an undue preference.

It is a matter that will apply to a lease made by a carrier of its land to any person or corporation for use in carrying on a business or industry requiring side tracks and shipping facilities.

It has been the practice of carriers for a number of years to lease their lands, where the same are not of great value, at a mere nominal rental, in order that they might increase and develop business requiring transportation. As a rule, the railroads have required in addition to such nominal consideration an agreement that the lessee relinquish his claim on the carrier for loss and damage by fire occurring through fault of the carrier, and also to become responsible for the carrier's property that might be damaged or destroyed by fire communicating from the premises or plant of the lessee.

It is my opinion that this ruling will have the effect to require radical changes in the methods of making such leases; that the railroads will be required to charge a yearly rental equivalent to 5 or 6 per cent, on the actual value of the property occupied and that it will be illegal and contrary to the common law for the railroads in addition to the charge for rental to require a release of their liability for loss or damage by fire. It looks as though the whole question will have to be opened up and threshed out according to law and equity.

This condition affords a good opportunity for some shipper to bring a formal action before the Interstate Commerce Commission and get a ruling on the released liability feature that is now so generally enforced by the railroads when they execute such leases. Very respectfully yours, J. W. McCord, Sec'y Ohio Grain Dealers Association, Columbus.

LEAKING IN TRANSIT REPORTS VALUABLE.

Grain Dealers Journal: We think the column of the Grain Dealers Journal publishing reports from grain dealers who give the car numbers of cars seen leaking grain is valuable, as we had two cars reported leaking in this column, that arrived in apparent good order, but short in weight, on which our claims were allowed in full.—Hamman Bros., Milmine, Ill.

ADVANCE FREIGHT RATES BY TRICK.

Grain Dealers Journal: The Lake Shore Ry., and I suppose other Michigan lines will follow, have withdrawn the commodity rates from Michigan points to Cincinnati, Louisville and other southern points, and after the first of August class rates become effective. This practically means an advance in the rate, and I this day filed a protest with the Interstate Commerce Commission and have also written other jobbers in the state to do the same.

This class rate is going to be unreasonable simply because large market centers will still have their regular commodity rates, and I feel as though a 10c rate to Cincinnati was as fair to the railroad company as a 12c rate would be to Pittsburgh.—Yours truly, W. E. Shelden, Jackson, Mich.

SHIPPIERS CAN APPEAL From Interstate Commission.

The Court of Appeals of the District of Columbia has recently reversed a decision of the lower court, known as the supreme court, granting a complainant the right to appeal from a decision of the Interstate Commerce Commission.

A great victory for all shippers results from this suit by the Humboldt Steamship Co. against the Interstate Commerce Commission. It is also a personal victory for complainant's counsel, John B. Daish, because many of the legal fraternity were against him and he obtained a reversal of both the Interstate Commission and the supreme court.

Under the Interstate Commerce Act the defeated complainant before the Commission has no right to review or appeal in the Commerce Court or elsewhere. On the contrary, the defeated carrier against whom an affirmative order has been issued can proceed in the Commerce Court to set aside, annul or suspend the order of the Commission. This is so manifestly unjust to the shipper that Mr. Daish prosecuted an appeal for his clients, being of opinion that the supreme court of the District of Columbia had jurisdiction to correct any error of the Interstate Commerce Commission.

Complainant petitioned the Commission to establish joint rates in Alaska. The Commission denied the petition on the ground it had no jurisdiction in Alaska. On appeal to the supreme court the Commission denied that the court had jurisdiction; and the court refused complainant's petition for a writ of mandamus to compel the Commission to hear the complainant. The Court of Appeals allowed the plaintiffs costs and issued a peremptory writ of mandamus to the Interstate Commerce Commission requiring it to take jurisdiction.

The Chinese grew wheat for centuries before Columbus discovered America.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

PLAN FOR COB BURNER WANTED.

Grain Dealers Journal: I am a director of a grain elevator company which contemplates erecting a cob burner. We wish to build one of the latest and best designed. One which can be used with safety, and which will prove durable.—John H. Sikes, Springfield, Ill.

WHY EXCESSIVE SHRINKAGE IN DRYING CORN?

Grain Dealers Journal: We would like an explanation of the excessive shrinkage in corn when dried. For example, on April 5, we dried 63,950 lbs. of corn from a test of 21 to 18½ per cent moisture. The weight after drying showed a loss in weight of 6 per cent. This is a problem in mathematics we can not understand, or perhaps it is a trade secret.—M. McFarlin, Des Moines, Ia.

Grain Dealers Journal: In reply to the inquiry by Mr. McFarlin I would say that according to the tables prepared by Dr. Duvel drying a corn containing 21 per cent of moisture down to a test of 18.56 per cent causes a loss in weight of 3 per cent, or only one-half that stated by Mr. McFarlin.

The loss in weight is always a higher percentage than the reduction in moisture test for the reason that the basis for figuring the percentage has been changed by drying, but this increased apparent loss in weight is never so great as would appear from Mr. McFarlin's example, and hence his excessive loss must be due to loss of material in handling by blowing out small particles of broken grain, dust and chaff, and especially to errors in weighing or failure to make up a representative sample of the lot of corn before and after drying.—W. P. Carroll, in charge U. S. Dept. of Agriculture Grain Standardization Office, Chicago, Ill.

HOW TO DISPOSE OF DUST?

Grain Dealers Journal: I would like very much to know what country elevators do with chaff, dust and screenings that are usually blown to the dust house. I would also be pleased to know how to construct a dust house that will retain the dust, and not permit it to fly all over town. About 30 ft. from my dust house is a drug store, and the dirt makes trouble for both of us. Any suggestions which will assist me in handling this dust without inconvenience to my neighbors will be greatly appreciated.—Geo. B. Harper.

Grain Dealers Journal: The ventilators in the dust house should be three times the area of the spout leading into it; and the best solution of the problem would be to install a dust collector over the dust house, using the present house to store the dust until hauled away.

Dust collectors do quite satisfactory work on heavy dust such as that from wheat cleaners and scourers, but oat clip-

pers make a fine dust that is almost impossible to separate, and it is almost impossible to keep the light, chaffy oat dust from escaping from the dust house.

Tubular and cloth surface collectors like those used in flour mills have been tried in connection with oat clippers; but the immense volume of dust from these machines soon clogs them up and their use for this purpose is not practical. The escape of some dust into the atmosphere is usual at country elevators. As now built many country elevators have the dust house situated so that a wagon can be backed up to it and the dust shoveled out for hauling away. Farmers pay a good price for the dust feed; and feed from corn cleaners is especially valuable.—Fred Friedline Co., Chicago, Ill.

WHERE OBTAIN IMPROVED WINTER EMMER?

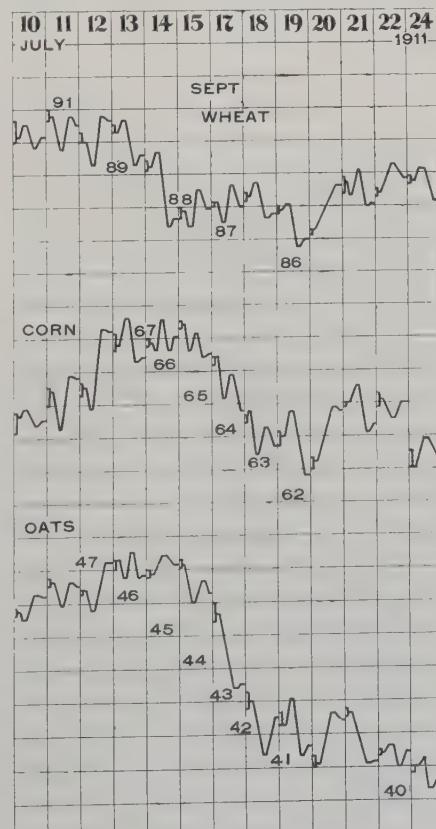
Grain Dealers Journal: In the *Grain Dealers Journal* for March 10, page 380, is a description of improved winter emmer. Some of my customers are desirous of obtaining it for trial here. Where can we obtain it? I have failed to see it advertised for sale.—D. T. Davis, Burttton, Kan.

Ans.: The improved winter emmer was originated by Professor B. C. Buffum and is being multiplied by the Wyoming Plant & Seed Breeding Co., of Worland, Wyo.

No jurisdiction over claims for damages due to alleged errors in the transmission of telegrams will be exercised by the Interstate Commerce Commission.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for two weeks past are given on the chart herewith:



New President Colorado Grain Dealers Ass'n.

At the recent meeting of the Colorado Grain Dealers Ass'n in Denver H. H. Seldomridge of Colorado Springs was elected president. Mr. Seldomridge has been engaged in the grain business at Colorado Springs since 1889, when he



H. H. Seldomridge, Colorado Springs, Colo.
New Pres. Colorado Grain Dealers Ass'n.

started in the business with his father and brother under the firm name of J. F. Seldomridge & Sons.

Upon the death of his father, the firm was changed to Seldomridge Bros., but in 1907 it was incorporated under the name of The Seldomridge Grain Co., his brother, C. B. Seldomridge, who operates several elevators in Nebraska, being president, and H. H. Seldomridge vice-president and treasurer.

His long experience in the grain trade of Colorado well equips him for the successful handling of grain trade problems, which are likely to confront the ass'n, and having a host of friends in the ass'n, any reforms he undertakes are sure to be well supported.

Do Chicago Bankers now feel Peaveyish?

My advertisement of elevators for sale and wanted in the *Grain Dealers Journal* is doing me more good than all others combined.—R. W. Jeter, Ashton, Ill.

In recent years the world's wheat crop has averaged slightly more than 3,000,000 bus. annually, as estimated by the U. S. Dept. of Agri. About a quarter of it enters the international trade, 17% being exported from one country to another in the form of wheat and 8% in flour.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as the movement to country markets, are always welcome.

COLORADO.

Bovina, Colo., July 22.—The grain crop in our section is a complete failure.—Bovina Trading Co.

IDAHO.

Filer, Ida., July 12.—Crops in our section are at least one-third better than in any previous year; will have bumper crops of wheat, oats and hay.—I. S. Lambing, mgr. Utah-Idaho Eltr. Co.

ILLINOIS.

Cairo, Ill.—Think quite a lot of oats is back.—Thistlewood & Co.

Peoria, Ill., July 19.—We've got the best corn we ever had.—T. J. Pursley.

Peoria, Ill., July 19.—Oats being threshed are turning out good. Growing corn looks good.—H. H. Dewey.

Peoria, Ill., July 19.—Quality of oats and wheat is good. Corn looks well. Not as much old corn as at this time last year.—C. H. Feitman.

Grant Park, Ill., July 15.—Corn looks immense, never had such a good prospect. Have just commenced cutting oats here and think we will get a better than average crop.—G. M. Bennett.

Freeport, Ill.—Corn is getting along fine, acreage is fully as large as usual. Farmers have just commenced hauling oats, quality and color good.—H. A. Hillmer, Sec'y-Treas. H. A. Hillmer Co.

Freeport, Ill.—Barley is of good quality, altho stained from recent showers; small acreage. Not very much rye here, but what we have is of good quality.—B. P. Hill, pres. B. P. Hill Grain Co.

Osman, Ill., July 19.—Oats crop has turned out better than expected; yield about 25 bus. per acre. Wheat is good. Corn looks well. We had a fine rain last night.—W. A. Cody, agt. Howard Grain, Merc. & Eltr. Co.

Urbana, Ill., July 17.—I went from Chicago on the C. & E. I., July 15, as far south as Pana, Ill. After leaving Momence the oats got poor and finally petered out near Pana. Corn needs rain.—S. W. Strong, sec'y Ill. G. D. A.

Cairo, Ill.—The quality of wheat going into our eltrs. is better than in years. I refer to that from Southern Illinois, Kentucky and Tennessee. Yield is up to normal. Corn decreased in acreage on account of drouth; but condition good as last year.—J. B. Magee.

Peoria, Ill., July 19.—We are getting a lot of corn; very little demand at price. Growing corn looks good. Oats are turning out better than expected in most localities. I do not anticipate any scarcity of stuff this year. The big advance in prices lately was on account of dry weather but the supply from the entire country is so large there is no need for worry.—C. C. Miles.

German Valley, Ill., July 20.—Threshing has commenced and some oats of fair quality, testing from 30 to 32 lbs. per bu. have been delivered. Yield, according to early reports, is from 38 to 46 bus.; this, however, will prove to be above the average. Corn looks very promising at this time, but a good rain would be of great benefit.—T. J. Cordes, mgr. The H. A. Hillmer Co.

Army worms and grasshoppers are reported to have caused heavy losses in Kane, Kendall, DeKalb and Will Counties, Ill.; many fields of oats have yielded but a half crop in consequence. The army worm, rarely seen in that section, has been discovered in the vicinity of Plainfield, where a farmer reported 40 acres of oats destroyed in less than two days. Some threshed their oats early to save them from grasshoppers.

INDIANA.

West Point, Ind., July 17.—Wheat threshing nearly all done in our territory, average about 18 bus. per acre. Oats all cut, straw very short, poorly filled, no threshing yet. Corn has suffered some from drouth but with good rains this week will yet make an average crop.—N. B. Ford, agt. Crabbs Reynolds Taylor Co.

Centerton, Ind., July 14.—Wheat nearly all threshed; good quality but very light yield; price paid for most of it is 78c. At present corn looks as tho it would make a bumper crop. We had no oats worth mentioning, not enough to make a market.—Joshua Rothrock.

IOWA.

Sioux City, Ia., July 20.—Crop adjoining this point good.—A. Falkenkamp.

Wellsburg, Ia., July 12.—Will have 40 bus. of oats to the acre.—D. J. Peters.

Oats from Iowa are running about 32 to 33 lbs.—John V. Botto, St. Louis, Mo.

South English, Ia., July 12.—Corn is good; oats 75% of a crop.—O. K. Morrison.

Sioux City, Ia., July 12.—Oats in northwestern Iowa will yield 15 to 25 bus. per acre.—E. A. Fields of Fields & Slaughter Co.

Pioneer, Ia., July 12.—Corn prospect is good; 30 bus. of oats to acre on average, have shown some improvement.—L. E. Dolder.

Charles City, Ia., July 19.—Crops fair but must have rain soon or no corn. Oats are yielding from 18 to 40 bus. per acre.—F. Hunting Eltr. Co.

Gladbrook, Ia., July 10.—Oats are being cut but seem somewhat light in weight. Had a good rain and corn looks well.—Dreessen & Rehder.

Cherokee, Ia., July 22.—Corn in good condition, 85% crop; oats 30%; not much old grain back.—J. J. Mathews.

Cleghorn, Ia., July 21.—Corn and oats are in fair condition, corn being the better.—Gus Bergman, agt. Weart & Lysaght.

Cherokee, Ia., July 22.—Corn good, but damaged some, oats about ½ crop. Some old corn and oats back.—Geo. A. French.

Cherokee, Ia., July 22.—Corn will be the best crop here, oats are hardly worth considering. Some of the old grain back.—Elmo Archer.

Cherokee, Ia., July 22.—Corn in fine shape and oats are in fair condition; 20% of last year's marketable crop in farmers' hands.—Weart & Lysaght.

Remsen, Ia., July 21.—Oats 30 bus., barley 18 bus. and wheat making from 12-15 bus. Corn yield questionable; 25% of corn and oats back.—J. P. Brucher.

Storm Lake, Ia., July 22.—No wheat raised here to speak of, corn is good, but needs rain, and oats are short, some old grain back.—Geo. F. Wagner.

Missouri Valley, Ia., July 19.—Wheat averaging 18 bus. and of fine quality. Corn needs rain. Not much old corn back.—T. R. Littleton, mgr. Updike Grain Co.

Marcus, Ia., July 20.—Wheat looking good. Corn hurt some by heat. Oats short in straw and yield. Some corn back.—B. Delaney, mgr. Marcus Shipping Ass'n.

Storm Lake, Ia., July 22.—Corn looking good but is a question as to whether we will raise a full crop. Oats are short. Very little old grain back.—E. W. Oates & Co.

Remsen, Ia., July 22.—Corn nothing extra, oats short 7-17 bus., barley making 27 bus. and wheat 14-18 bus. 15% corn and oats in farmers' hands.—Tierney & Ahman.

Storm Lake, Ia., July 22.—Corn in good condition, oats short, and those raised will be held for feed and seed; 25% old corn back.—C. E. Roberts, mgr. Geo. A. French.

Onawa, Ia.—Wheat averaging about 26 bus. Corn is in good condition, need rain. Oat crop short. Very little corn back and no old wheat.—A. D. Post, Farmers' Eltr. Co.

Marcus, Ia., July 20.—Wheat good in yield and quality. Oats fair, and corn in excellent condition. Some old corn and oats back.—J. B. Sweet, agt. Western Eltr. Co.

Red Oak, Ia., July 18.—Corn is badly hurt, only about half a crop; oats about half a crop; wheat a fairly good crop. No rain in a long time.—G. A. Turner, Turner Bros.

Aurelia, Ia., July 22.—Corn dandy here, oats fair crop, and will be better than expected; 25% old corn and 25% of oats in farmers' hands.—C. De Vries, mgr. Farmers Eltr. Co.

Storm Lake, Ia., July 22.—Wheat here was good; corn will not make full crop, and oats are very short; 10% of old corn and oats back.—H. E. Barrick, mgr. Farmers Eltr. Co.

Remsen, Ia., July 21.—Wheat making 13 bus., oats 15-20 bus., and corn about ½ crop, its tassels having been burnt. Barley ½ crop. Not much grain back.—Hereman Frerichs.

Whiting, Ia., July 19.—Winter wheat making 20 bus. Corn hurt some by hot weather, but will raise a fair crop. Oats are short. Very little old grain back.—S. M. Cassidy & Co.

Ft. Dodge, Ia., July 12.—We are going to have more oats than we figured on in Iowa; will average 35 bus. Some localities will have no oats.—A. Larson, rep. Runkel & Dadmun, Milwaukee, Wis.

Mason City, Ia., July 12.—Northwestern Iowa will average only 12 to 15 bus. of oats to the acre. In the northeastern part oats are looking fine.—E. G. Cool, traveling rep. P. H. Shifflin & Co., Chicago.

Whiting, Ia.—Winter wheat making from 20-25 bus., spring wheat about 18 bus. Late corn in good condition, early corn damaged 25%. Oats very short. Nearly all grain in.—B. L. Foss, mgr. Elliott Eltr.

Onawa, Ia., July 19.—Winter wheat averaging 23 bus., spring 20 bus., and of good quality. Corn will make an average crop; oats 50% short. Quite a bit of corn back and 5% old wheat.—W. A. Gray.

Aurelia, Ia., July 22.—Corn spotted here, and rain is needed to assure full crop. Wheat is good, and oats will average about 25 bus.; hail having cut down average. Some corn and oats back.—A. Fraser.

Badger, Ia., July 21.—Threshing is now in full swing. Oats of good quality; yield 25 to 40 bus. per acre. It has been too dry; corn looks good yet but needs rain badly.—Otto Gangstead, agt. Monarch Eltr. Co.

Le Mars, Ia., July 21.—One-third crop of oats; ½ crop wheat; but corn will almost make a full crop with plenty of rain. Barley crop very short. Some corn and oats in farmers' hands.—T. B. Galieger, Farmers Eltr. Co.

Sioux City, Ia., July 20.—Half crop small grain, but corn and flax in good condition, oats are short. Northwestern Iowa in poor shape on account of drouths and grasshoppers. Minnesota in fair condition.—Interstate Grain Co.

Le Mars, Ia., July 21.—Corn at present is in fair condition, but will need rain to assure crop. Oats, barley and timothy are short; wheat will average about 18 bus. Quite a bit of old wheat and corn back.—I. Goudie, Le Mars Grain Co.

Remsen, Ia., July 21.—Corn looking fine, but questionable as to full crop, with rain will be better than last year. Oats averaging 20 bus., about ½ crop, barley 10-15 bus. Not near as much grain back as at this time last year; oats nearly all out.—Geo. F. Schoder, mgr. Farmers Co-op. Co.

KANSAS.

Silver Lake, Kan., July 18.—Present prospects promise a good crop of corn this fall.—George B. Harper, mgr. Silver Lake Eltr.

Waldo, Kan., July 22.—No grain will be shipped from this point this fall but we will probably have to ship in some seed. Rain last week helped pastures.—H. F. Bradshaw, mgr. Farmers Eltr. Co.

Norcatur, Kan., July 10.—Crops poor in this part of the country; harvest about finished, will begin threshing this week. Wheat will make from two to five bus. per acre and weigh 48 to 55 lbs.—J. J. Pool, agt. J. M. Sewell Co.

Chanute, Kan., July 20.—Corn bids fair to make a good average yield. Wheat was below an average, oats very light, prairie hay light and timothy almost an entire failure. Plenty of rain in the past ten days came in time to save the corn crop.—C. D. Resler.

Topeka, Kan., July 23.—Estimated total yield of winter wheat for the state is 53,543,000 bus. Except in a few favored sections the oats crop is almost a total failure; a large part of the acreage is being mowed and put up for hay. No doubt the damage to early corn in the southern part of the state is beyond repair; in the western part practically no corn will be raised.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

MARYLAND.

Hagerstown, Md., July 14.—Wheat will make 80% of a crop, of good quality and in good condition. Good rains have put the corn in fine condition.—C. M. Horst.

Rising Sun, Md., July 21.—Wheat has been harvested and put up in good condition; that threshed is of good quality and made an average yield. Seeding was delayed last fall on account of the dry weather and much of the late wheat was plowed up this spring, which cut the acreage short. Farmers are now harvesting their oats; the crop promises to be a large one of good quality. We never had a better prospect for corn and anticipate a crop far above the average.—Ducykinck, Sterrett & Co.

MINNESOTA.

Newfolden, Minn., July 21.—We now have prospects for a good crop.—J. O. Stromle, agt. Homestead Eltr. Co.

Bixby, Minn., July 19.—Small grain crops are good here but corn needs rain.—C. G. Munce, agt. McLaughlin & O'Halloran.

New London, Minn., July 19.—Crops in this vicinity looked very promising until about a week ago when complaints of black rust, mostly on velvet chaff wheat, began to come in. Other crops will be fair except potatoes, which are poor.—Peter Skoglund, mgr. N. L. Farmers Eltr. Co.

MISSOURI.

Rocheport, Mo., July 18.—Wheat will run about 15 bus. to acre, bottom lands 25 bus., oats about 12 to 15 bus., some too short to cut. Not enough hay to speak of.—D. C. Steckdaub.

St. Louis, Mo., July 17.—The hot weather during tasseling time hurt the corn somewhat but not as badly as some think. Wheat is moving in normally.—C. W. McClellan, vice-pres. of the Eaton, McClellan Commission Co.

MONTANA.

Bozeman, Mont., July 14.—Prospects for a bumper crop were never better. Cutting winter wheat now and haying.—Benepe Berglund Grain Co.

NEBRASKA.

Pickrell, Neb., July 14.—Wheat is averaging about 18 bus. per acre.—E. W. Williams.

Lincoln, Neb., July 11.—Wheat 10-30 bus., averaging about 22 bus. Oats practically a failure.—E. Leet, Wright-Leet Grain Co.

Lincoln, Neb., July 10.—Wheat averaging 25 bus.; recent rain has put corn in fair condition. Oats a failure, $\frac{1}{4}$ crop.—Elliott Lowe, mgr. Lincoln Grain Co.

Wahoo, Neb., July 12.—Wheat will average about 28 bus. Oats are very poor. Not a great deal of old grain back, and farmers are beginning to haul corn.—John Dolezal.

Washington, Neb., July 13.—Average for wheat 25 bus. Corn is in fairly good condition; oats running about 20 bus. to the acre. Some old grain back.—E. F. Glutton, agt. R. E. Roberts.

Lincoln, Neb., July 11.—Wheat in this vicinity making from 18-30 bus. Oats are a failure. No old wheat back, 15% corn yet in farmers' hands.—G. D. Taylor, W. T. Barstow Grain Co.

Colon, Neb., July 12.—Wheat making 30-40 bus., and will average about 32. Oats short. About 60,000 bus. old corn back, and very little old wheat.—L. E. Wise, mgr. Coal, Grain & Stock Co.

Lincoln, Neb., July 10.—Wheat in this vicinity making from 18 to 30 bus. Oats practically a failure. No old wheat back, and about 15% corn yet in farmers' hands.—G. D. Taylor, W. T. Barstow Grain Co.

Arlington, Neb., July 13.—Winter wheat will average 18 bus. and spring wheat about 14 bus. Corn suffered some from hot winds but is now in first class condition. Oats are short.—Hy. Rurup, agt. Updike Grain Co.

Lincoln, Neb., July 11.—Wheat averaging about 23 bus., and of very good quality running from 62-64 lbs. to the bus. and of fine color. Oats practically a failure. Hay crop short; some old corn back.—T. B. Rogers, Foster Grain Co.

Wahoo, Neb., July 12.—Wheat running from 25-47 bus. and average about 30. Weight running from 63-64 lbs. Oats short. Some old corn back, but farmers are beginning to let go.—Paul Cosandier, mgr. Citizens Lbr. & Gr. Co.

Wahoo, Neb., July 12.—Wheat running all the way from 23-40 bus. and will average 25 bus. and grade No. 2 hard and of excellent color. Corn in good shape, $\frac{1}{4}$ crop of oats, quality light. Very little old grain back.—Jas. Kearney.

Washington, Neb., July 13.—Corn holding its own, but one hot wind will kill it. Wheat averaging 25 bus., but oats are very short. Farmers are holding some corn, but old wheat is all in, and new wheat is being held.—H. Brunton, agt. Nye Schneider Fowler Co.

Cedar Bluff, Neb., July 12.—Thirty bus. wheat average, and of excellent quality, but recent rains bleached color some. Corn 3 weeks ahead of last year. Oats are poor, light yield and quality. Not much old grain back.—E. F. Peck, mgr. Farmers Co-op. Ass'n.

Lincoln, Neb., July 11.—Crops west of Hastings or Fairmont, Neb., are poor, decreasing westward, but in eastern part of the state crops are good. Wheat averaging from 20-30 bus., and corn is in fair condition; about $\frac{1}{4}$ crop of oats.—Central Granaries Co.

NORTH DAKOTA.

Colfax, N. D., July 12.—Crops of all kinds except oats are looking fine, as good as they ever did.—A. Fiske, agt. St. Anthony & Dak. Eltr. Co.

Bismarck, N. D., July 17.—The drought area has extended itself steadily northward and has invaded counties which—a week ago—reported almost ideal conditions. Conditions are generally worse along the Missouri Slope and west of that river. Wheat and oats appear to be suffering most and are now generally headed out all over the state. Flax is beginning to show the strain in places and must have rain soon to secure an average yield. Corn holds out well, but would also be benefited by rain in most sections. Fortunately for the yield in small grains as a whole, the drouthy conditions are to be found mostly in those counties where the acreage is least, bumper crops being looked for in some of the large wheat producing Red River Valley counties. Winter rye and wheat seems to be justifying its sowing, a fact which will probably mean a heavier acreage in 1912.—W. C. Gilbreath, Commissioner of Agriculture.

OHIO.

Dola, O., July 19.—Wheat excellent, yielding 25 bus. per acre. Oats are being harmed considerably by grasshoppers. Corn prospects very good.—Western Grain Co.

Collinsville, O., July 19.—There will be about 90% of the wheat threshed from the shock. Three-fourths of this will go to market direct from the thresher. Quality good, testing as high as 62 lbs. per bu. Oats a little backward and will be short because of dry weather early in the season. Early corn promises a good yield. Some plowing being done for fall seeding.

OREGON.

Silverton, Ore., July 10.—Plenty of rain here and crops are good.—A. J. Clark.

PENNSYLVANIA.

Philadelphia, Pa., July 22.—Harvest work has begun in the nearby sections and favorable reports of wheat, corn and hay crops are being reported, though in some districts the yield will be lighter than that of the past year.—S. R. E.

SOUTH DAKOTA.

Mobridge, S. D., July 17.—Crops in bad shape and do not think any grain will be shipped.—Geo. H. Smith.

Raymond, S. D., July 15.—We will have no small grain here this year at all.—B. C. Ruddy, mgr. The Farmers Eltr. Co.

TENNESSEE.

Nashville, Tenn., July 16.—We are getting local wheat; runs light, perfectly dry. The quality of oats is good, but scarce.—D. W. Lackey of J. R. Hale & Sons.

Memphis, Tenn., July 11.—Corn will be good but short acreage. Not much hay.—L. McFadden.

Memphis, Tenn., July 11.—The splendid rains in Mississippi put corn in splendid condition.—T. B. Andrews.

Memphis, Tenn., July 11.—The outlook is for an abundant crop of corn in the Memphis district.—J. M. Williams.

Nashville, Tenn., July 10.—Best prospects for corn I ever saw. It has nice color and has been cultivated so cleanly there isn't a weed to be seen.—W. Murray Hogan.

UTAH.

Ogden, Utah, July 15.—Winter wheat, unirrigated, will make 25 bus. per acre. Irrigated crops are fine. Small acreage of oats and barley but heavy yields.—C. A. Smurthwaite, mgr. The C. A. Smurthwaite Grain & Mig. Co.

WISCONSIN.

Janesville, Wis., July 20.—Rye of good quality, acreage 90% of last year's crop. Barley all harvested, and threshing will commence within a week.—J. W. Holmes, Sec'y-Treas. Blodgett Mig. Co.

Ft. Atkinson, Wis., July 21.—Corn prospects are good providing we have rain. Barley is fair, small acreage. We will not ship any grain out of this station this year.—T. B. Royce, V. P. Wilcox Lbr. Co.

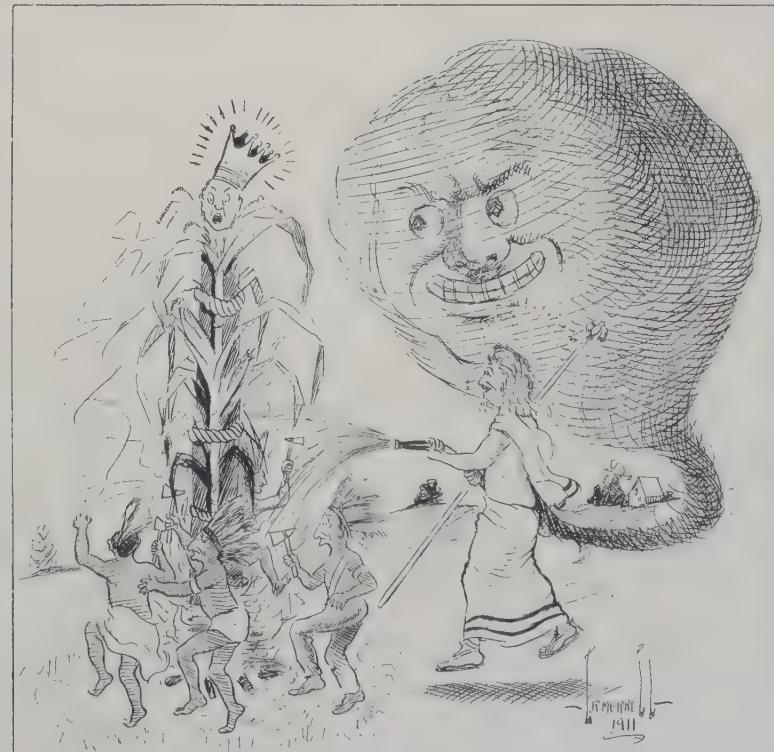
Janesville, Wis., July 20.—Early corn not looking as thrifty as late planted corn, but it is starting to ear out and expect a large crop. Oats are of good quality, but not as heavy as last year.—E. P. Doty.

Stoughton, Wis., July 20.—Oats and barley will be light in yield and weight, but of good color. Corn prospects are fine with the exception that it is beginning to shrivel on top on account of lack of rain.—W. H. Dearborn, prop. Stoughton Feed Mills.

Ft. Atkinson, Wis., July 21.—Corn is drying up but with rain soon we will get fully 50% of a crop. Barley 50% of a crop, light weight, good color. Oats fairly good, about two-thirds of a crop.—W. O. Hoffman, Sec'y-Treas. Zeugner-Hoffman Lbr. Co.

Whitewater, Wis., July 21.—Corn is in need of rain, will make about 50% of a crop. Barley will average 15 bus. per acre, good color, but thin. Oats will yield 30 bus. per acre, good quality. Rye is a good average crop.—B. Dadmun, of Dadmun Bros.

Beloit, Wis., July 19.—Quality of rye is good, but only $\frac{1}{4}$ of an average yield. Barley all harvested, and threshing will commence in a few days, according to reports by farmers barley is not of a very good quality, average acreage. Oats are light, will probably yield 40 bus. to the acre, quality is fairly good, usual acreage. Corn prospects were never better at this time of the year, good stand. With favorable weather and rain soon we will have a large corn crop.—A. Mead, agt. Blodgett Mig. Co.



The bull speculators had started to burn up the corn crop but Jupiter Pluvius came to the rescue of King Corn just in the nick of time.

Grain Carriers

The Wichita Falls & Northwestern Ry. has let contracts for construction of 150 miles of road from Hammon to Woodward and Supply, Okla.

W. D. Judd has been appointed by the St. Louis & San Francisco Railroad general agent in charge of the solicitation of grain traffic, with headquarters at St. Louis.

The surplus of cars of all classes reported by the American Ry. Ass'n was 165,508 on July 5, a decrease of 426 in the number of idle cars during two weeks. Box cars showed practically no change.

The Interstate Commerce Commission has ruled that when an interstate carrier leases a site for a grain elevator to a private shipper at a merely nominal rental the arrangement constitutes an undue preference and is therefore unlawful.

Line boats have cut the grain rate another eighth, making it $\frac{1}{8}$ cent per bu. from Chicago to Buffalo. It is even said some grain has been taken at $\frac{3}{4}$ cent. The big bulk freighters are holding out for 1 cent.

The Nickel Plate has published a rule, effective Aug. 1, applicable on grain to trunk line territory which provides that connecting line weights will apply on grain received from connecting lines in original cars, or for which billing shows "car to car" transfer to have been made.

John H. Marble has been unanimously agreed upon by the members of the Interstate Commerce Commission as successor to the late E. A. Moseley as sec'y of the Commission. As investigator and attorney Mr. Marble has been engaged in some of the most important interstate commerce cases.

Nashville, it is said, will ask for a suspension of the order of the Interstate Commerce Commission abolishing the reshipping privilege, and in event of failure to obtain a suspension, will ask the Commerce Court for an order restraining the carriers from cancelling the privilege.

The long and short haul provision of the law does not apply when the more distant point and the intermediate point are in a foreign country; nor when the point of origin and the point of destination both are in the United States and the intermediate point is in a foreign country.—Informal ruling by Interstate Commerce Commission.

Where the shipper was furnished two shorter flat cars in lieu of 50-ft. flat car ordered, the Interstate Commerce Commission recently held in the case of the Minneapolis Threshing Machine Co. that the charges should be assessed on basis of the rate and minimum applicable to the car ordered. The C. M. & St. P. Ry. was ordered to make reparation.

Reparation was recently awarded to the W. O. Kay Co., of Ogden, Utah, from the D. & R. G. for the overcharge on a one-car shipment of grain which was transferable to two cars at a point halfway to its destination because from that point on the shipment was to travel over a narrow gauge road. As the tariffs rates make specific provision for the application of minimum weights to destination the commission decided in favor of the shipper.

Large shipments of grain are expected this fall from the newly developed territory in Montana. From Broadview, a station on the Great Northern which up to three years ago was not a grain shipping point, the traffic officials estimate 400 cars will be shipped from the crop now in the fields. The Great Northern has ordered 10,000 grain doors distributed along the Billings line.

The reduced export rate on export grain from Buffalo to New York has resulted in a great advance in the receipts at New York and a corresponding falling-off in the receipts at Montreal. During May and June New York received such wheat via lake and rail amounting to 3,366,000 bus., an increase of 2,135,000 bus. or 173% over the same period last year. Export shipments from Montreal decrease in the same time 2,130,000 bus., or 39%.

The power to suspend advanced freight rates conferred upon the Interstate Commerce Commission by the new law will not be exercised unless protest is made by the shipper at least 10 days in advance of the effective date of the tariff. In making this announcement recently the Commission said that the new authority "was intended to withdraw from the carriers their right to initiate their rates, fares, charges, and regulations, and does not mean that in every case of advanced rates or charges the schedules should be suspended. The statute vests a discretion in the Commission in that regard and contemplates that it will be regarded in a judicial spirit."

A shipper may direct terminal routing, under conference ruling 321, issued recently by the Interstate Commerce Commission, amending ruling 214 and providing, "In order to secure desired delivery to industries, plants, or warehouses and to avoid unnecessary terminal or switching charges, the shipper may direct as to terminal routing or delivery of shipments which are to go beyond the lines of the initial carriers; and his instructions as to such terminal delivery must be observed in routing and billing such shipments. When shipments are accepted without specific routing instructions from shipper, where all-rail rates and rail-and-water rates are available the carrier's agent must have the shipper designate which of the two he wishes to use. Carriers will be held responsible for routing shown in bill of lading."

Denial of access by carrier's agent to premises of elevators for the purposes of checking up grain doors was the basis of Supplement 4 to Western Trunk Lines Circular No. 1-F, which has been superseded by Supplement 6, issued July 8 and effective by special permission of the Interstate Commission July 11. The latter provides "Suitable grain-door boards will be furnished at all grain-loading stations for use in coopering cars, and in the event that the supply at any station should run short, the local agent is authorized to purchase the necessary lumber until such time as his supply of grain-door boards is replenished. A uniform charge of \$1.75 per car will be assessed on all carloads of grain or grain products consigned or ordered to elevators, mills, warehouses or other points of unloading where parties unloading appropriate or fail to account to the in-bound carrier line for grain doors or grain-door material in cars at time of delivery. Agents at grain-loading or transfer points must show on face of way-bills the number and dimension of grain-door boards used

or the height from the car floor in inches of the temporary grain-door protection applied in coopering each car; also the approximate weight thereof.

Commodity rates from Michigan points to Cincinnati, Louisville and other southern points have been withdrawn by the Lake Shore & Michigan Southern Ry., and it is supposed other Michigan lines will follow. After Aug. 1 class rates will become effective. This practically means an advance in the rate, and is unreasonable because the large market centers will still have their regular commodity rates. A protest against the increase has been filed with the Interstate Commerce Commission by Willis E. Shelden of Jackson, Mich.

Feedstuffs

I think there will be an enormous demand for feed from the middle western States.—J. W. Cohn, mgr. National Feed Co.

The Belleville Alfalfa Mfg. Co., of Belleville, Kan., has registered trademark No. 53,681, consisting of the word "Sweetalfalfa" for its prepared stock food.

Crushed grains or a balanced ration are far superior to corn meal exclusively. The fat producing elements in corn are detrimental to a vigorous and healthy muscular development.

The Fredonia Linseed Oil Works, of Fredonia, Kan., has registered trademark No. 54,042, consisting of a tiger's head and the words "Tiger Brand" to designate its linseed oil meal.

The U. S. Circuit Court in Kansas has declared unconstitutional the statute imposing a tax on each different brand of stock and poultry food sold in that state. The decision was rendered in the suit against the George E. Lee Co. of Omaha, which refused to pay the tax, and is considered important, as similar laws have been passed in other states.

Notice is being given condiment stock food manufacturers by Commissioner Barney, of the Iowa Food and Dairy Department, that they must pay the \$100 state license fee for the privilege of doing business in Iowa by July 15 each year. Last year 35 companies paid the fee, and nearly 60 companies are selling their product to Iowa dealers. The commissioner threatens to prosecute the delinquents.

If the label purports to state the ingredients, but omits to mention any extraneous matter, whether it be an adulterant or not, there has been an offense committed; as where stock feed was sold containing rice or oat hulls, but the latter were not mentioned on the label; or where ground corn-cobs entered into the combination of a "mixed bran feed." Even tho otherwise correctly describing the contents, a label will render the dealer amenable to the law if it misstates the place of manufacture.—U. S. Dept. of Agri Judg. No. 439.

The American Linseed Oil Co. of Omaha, Neb., has entered suit against Andrew French, Minnesota's dairy and food commissioner, for \$5,000 for seizure of the company's oil. It blends oils and its shipments into Minnesota were confiscated under the state law prohibiting the sale of adulterated oil.

Seeds

New York imports of clover seed last week were 341 bags; exports 17 bags.

The Everett B. Clark Seed Co., of Green Bay, Wis., will erect a storage building 60x100 ft., costing \$14,000.

The Arizona Seed Co. has engaged in the seed business at Phoenix, Ariz., and will carry in stock the varieties of seed suited to the valley. Marshall Humphrey is mgr., and Wm. S. Humbert, a prosperous ranchman, is pres. of the company.

Luther Burbank, the plant wizard of Santa Rosa, Cal., issued a pamphlet last week denouncing the U. S. Dept. of Agriculture for sending out tons of "just as good as Burbank" spineless cactus, which in reality is "ancient trash such as the builders of the pyramids in Egypt might have cultivated."

The Henry Field Seed Co., of Shenandoah, Ia., held its annual meeting July 1 and re-elected the old officers, Henry Field, pres., the vacant office of vice pres. being filled by A. L. P. Thompson. The dividend declared was increased from 8 to 9 per cent.

Trade in timothy seed futures at Toledo has been the heaviest in years. In fact, it cut very little figure until this year. It will bring the virgin seed to Toledo. Trades are in 50-bag lots or in multiples thereof, the same as in clover seed. Fifty bags are 125 bus.—J. F. Zahm & Co.

An order for 3,000 lbs. of Wisconsin-grown pedigree seed corn was recently received from the German government by Professor R. A. Moore of the Wisconsin College of Agriculture for shipment to South Africa. The same variety was tried last season by the Germans in South Africa with splendid success. The best results were obtained with Wisconsin No. 1, Clark's Yellow Dent, Wisconsin No. 7, and Wisconsin No. 12 Golden Glow.

Present prices of clover seed are exceptionally high for this season of the year, as prices are highest usually in the spring. Year ago March delivery was \$7.15, two years ago \$7.00, three years ago \$8.50. Foreigners have sold a little short, indicating that they have better crop outlook than our country and that present prices may later attract seed from abroad. Chili secures their crop first and exports it early. Bad spots do most of the buying. Trade is not large, leaving the market sensitive. New York and Pennsylvania are the big buyers and farmers there are not as prosperous as their western brothers, and feel the price. This may affect the demand later, but the crop will be a short one. Realize on the bulges before the new crop moves. Buy on breaks when the bears are gay.—C. A. King & Co.

The clover and grass seed sown this spring in wheat, rye and other grain has been parched up and killed, either wholly or in part on thousands of fields in the central, western and northern states. This is a serious situation and calls for prompt attention. If the clover is not replanted it means no clover hay next season and the planting of some substitute crop for hay next spring at considerably increased expense will probably be necessary. One of the best ways known

to get a stand of clover is to disk the stubble field as soon as the grain is off. Keep the ground cultivated until the first soaking rain, then sow about ten pounds of clover seed mixed with 6 to 8 pounds of timothy per acre and harrow the seed in. By sowing clover and grass seed alone in this manner, without a nurse crop, it makes more rapid and vigorous growth than when sown with grain. This method of seeding clover is becoming quite general in some of the middle eastern states where farmers over large sections are giving up the practice of spring seeding with grain because of frequent failure to catch and seeding alone after the grain is cut instead. By this method clover and grass seed may be sown in the central and western states as late as Sept. 15, and still make a good stand that will not winter kill, but in the extreme northern states the seeding should not be made later than Aug. 15.—U. S. Dept. of Agriculture.

Minneapolis received 121,640 bus. of flax seed in June and shipped 19,640 compared with 159,420 bus. received and 88,650 shipped in June last year.—John G. McHugh, sec'y Chamber of Commerce.

Chicago received during the week ended July 22 54,900 lbs. of clover seed, 6,200 bus. of flaxseed and no timothy or other seeds; compared with 430,300 lbs. of timothy seed, 30,000 of clover seed, 110,000 lbs. of other grass seeds and no flaxseed in the corresponding week of last year. Shipments for the week ended July 22 included 500 lbs. of timothy seed, 6,300 of clover seed, 35,000 lbs. of other seeds and 10,750 bus. of flaxseed; against 128,500 lbs. of timothy seed, 4,100 of clover, 132,700 of other seeds and 1,100 bus. of flaxseed shipped in the same week of last year.

Bulls are confident of higher prices for clover seed and point to the poor crop outlook. Small acreage, high price for hay and timothy and high prices for general food stuffs, as their argument. The small supply of old seed, and the fact that this year's crop, even if conditions remain favorable, will not begin to compare with last year's is another bullish argument. On the other hand many claim that present prices discount the reduction in acreage and damage to date, but they are timid about following the convictions. Some sections report good prospects, but the poor reports seem to predominate. The recent rains and cooler weather has stopped the advance for the time, and future prices will be determined by the weather conditions from now on.—Crumbaugh-Kuehn Co.

During 1910 the U. S. Dept. of Agriculture bot in the open market 1,214 samples of orchard grass, bluegrass and red top, and found 204 to be adulterated or misbranded. Twelve of the 317 samples of orchard grass were adulterated with meadow fescue or rye grass. Sixteen samples out of the 371 lots of Kentucky bluegrass were found to be composed wholly or in part of Canada bluegrass. Of the 526 samples of red top 176 were found to contain timothy seed. Wm. A. Taylor, acting chief of the Bureau of Plant Industry, states that "While the adulteration of red clover and alfalfa seed has apparently ceased and the adulteration and misbranding of orchard grass and Kentucky bluegrass seed has been reduced until it is practically negligible, it is evident that seed merchants are not using the same care in the labeling and selling of red top seed, which is now being reported upon for the first time."

From the Seed Trade.

Henry C. Anthony, Portsmouth, R. I.: No grass seeds have been saved here for seed purposes and no clover, timothy, alsike or alfalfa seed is in farmers' hands.

Wing Seed Co., Mechanicsburg, O.: Very little clover, alsike or timothy seed is produced in this section, and no blue grass. Corn, oats and wheat are the principal crops.

C. D. Resler, Chanute, Kan.: The seedcrop here will be light. Timothy is a failure; and clover will be light. Little alfalfa is grown here, but it is good. Blue grass is light.

John F. Zimmerman, Davenport, N. D.: Alsike and timothy are the only good seed crop here will be light. Timothy is was winter-killed. Alfalfa is not grown in this territory. Clover north of Detroit or Brainerd, Minn., is good for seed or hay.

McGill & Co., Fargo, N. D.: The acreage of clover and timothy is about the same as last year. The condition at this time indicates one-half crop of timothy seed and no clover seed, as the weather has been too dry. No seed was carried over from last year.

Pittman & Harrison Co., Sherman, Tex.: No clover, timothy, alfalfa or grass seeds are produced in this locality. Of sorghum Halepense we have a very good crop and are now receiving it from growers. Of alfalfa seed, on the contrary, we will ship in a large quantity. We have made large sales of field seeds for replanting since June 1.

Henry Hirsch, Archbold, O.: The acreage of alsike and red clover is at least 50 per cent less than last season, many fields having been winter killed and others cut for hay on account of the scarcity of this product. Alsike is turning out fair in yield and quality, but the total of bushels harvested will be small. The prospects of red seed is the poorest in years. It is the general consensus of opinion that we shall not harvest enough of red clover for our requirements in the spring.

W. H. May & Son, Alexandria, Va.: Orchard grass seed in this section will be a larger crop and of better quality than usual. No alsike, timothy, alfalfa or blue grass are grown in this section being seeded only for hay and stock. About 100 miles from here, in the Shenandoah valley of Virginia, and Westmoreland county, some clover seed of very poor quality is generally saved, not over 500 to 1,000 bushels, but the crop is not yet cut or hulled and it is too early at this time to get any reliable information as to how it will turn out.

Chas. R. Sprague, Blanchard, Ia.: The drouth has affected this year's supply of clover and timothy seed. The first cutting of common red clover is full of seed; but the hay crop is so short very little of the first cutting will be cut for seed. The second cutting will not yield seed on account of the drouth. On account of the drouth very little of the mammoth or alsike will be cut for seed, and of these clovers the first cutting is the only one that would make seed. Alfalfa seed will be light on account of the drouth. Timothy and blue grass seed are good crops, but very little timothy will be cut for seed. A very small percentage of the spring seeding will do to leave, nearly all having been killed by the drouth. Very little seed is being carried over. So much seeding down is being done these times that the demand for grass seed is growing.

The GRAIN DEALERS JOURNAL.

CHANGES IN GRAIN RATES.

As shown by tariffs recently filed with the interstate commerce commission the carriers have made the following changes in rates:

Nor. & West. gives elevation allowance on grain CL at Cincinnati, O., in ICC4217; effective Aug. 1.

The Vandalia in Sup 9 to ICC 2514 gives the rate on grain and products from its stations and western points; effective, state, July 9, interstate, July 29.

The Ill. Cent. rate on malt, effective Aug. 2, from Albert Lea, Minn., to Memphis, Tenn., 27c; New Orleans, La., 33½c; Jackson, Miss., 38½c; Helena, Ark., 33½c.

The St. Joseph & Grand Island makes a rate on wheat, between Grand Island, Neb., and Kansas City, Mo., of 17c; corn, 15c; linseed meal, 16c; millet seed, 21c; in effect, Aug. 1.

The Nor. Pac. makes a rate on wheat, oats and barley from Genesee, Lewiston, Culdesac, Ida., to Missoula, Bonner, Mont., 22c; to Hamilton, Mont., 25c; effective, Aug. 10.

The Rock Island has issued Sup 59 to ICC C6498 giving the rate on grain and products between Ill., Ia. and Minn., points and stations in Kan., Neb., Colo., and Okla.; effective Aug. 10.

The Ill. Cent. in Sup 7 to ICC A7734 gives the rate on grain from Ill. Cent. stations in Ill. and Ind. and Dubuque, Ia., to eastern, New England, CFA and Canadian points; in effect, Aug. 15.

The Mo. Pac. in Sup 9 to ICC A1403 gives the rate on grain and products between Ill. and Minn. points and points in Colo., Kan., Mo., Neb. and Okla.; also between Missouri points; in effect, Aug. 7.

The Burlington makes a rate of 15½c on corn oil cake and corn oil meal, for export, from Clinton and Davenport, Ia., to Baltimore; to Boston and New York,

18½c; Philadelphia, 16½c; in effect, July 1.

The Nickel Plate has issued Sup 3 to ICC 2974 giving the rate on grain and products from Chicago, Stony Island, Burnham, Ill., Hammond or Osborn, Ind., to Ohio, Mich., and Ind. points; effective, July 24.

The Big Four will make effective Aug. 1, Sup. 23 to ICC 4524 giving the rate on grain and products from Bloomington, Chicago, East St. Louis, Peoria, Pekin, Ill., and St. Louis, Mo., to CFA and Ont. points.

The W. T. L. Com. in Sup 46 to ICC 666 gives the rate on grain and grain products from stations in Ill., Ia., and East Mississippi river crossings to points in middle and western states territory; effective, Aug. 1.

The C. Gt. W. makes a rate on barley from St. Paul, Minneapolis, Minnesota Transfer, and Winona, Minn., when from beyond, to St. Louis, Mo., and East St. Louis, Ill., of 12½c; on rye and oats, 10½c; effective, Aug. 15.

The Ill. Cent. has issued Sup 15 to ICC A7762, giving the rate on grain and products from Ill. Cent. stations to Cairo, Ill., Mounds, Ill. and Evansville, Ind., when for southeastern and Carolina territories; Aug. 1.

The T. & O. C. has issued Sup 1 to ICC 1861, giving the rate on grain and products from its stations to Buffalo, N. Y., Pittsburgh, Pa., Wheeling, W. Va., Youngstown, O., and other points in N. Y., Pa., O. and W. Va.; in effect, July 25.

T. St. L. & W. makes rates effective Aug. 1 on corn oil cake and corn oil meal, for export, from Davenport, Ia., and Rock Island, Ill., to Baltimore, 15½c; Boston & New York, 18½c; Philadelphia, 16½c; from Peoria and Pekin, Ill., when

from beyond, to Baltimore, 10½c; Boston and New York, 13½c; Philadelphia, 11½c.

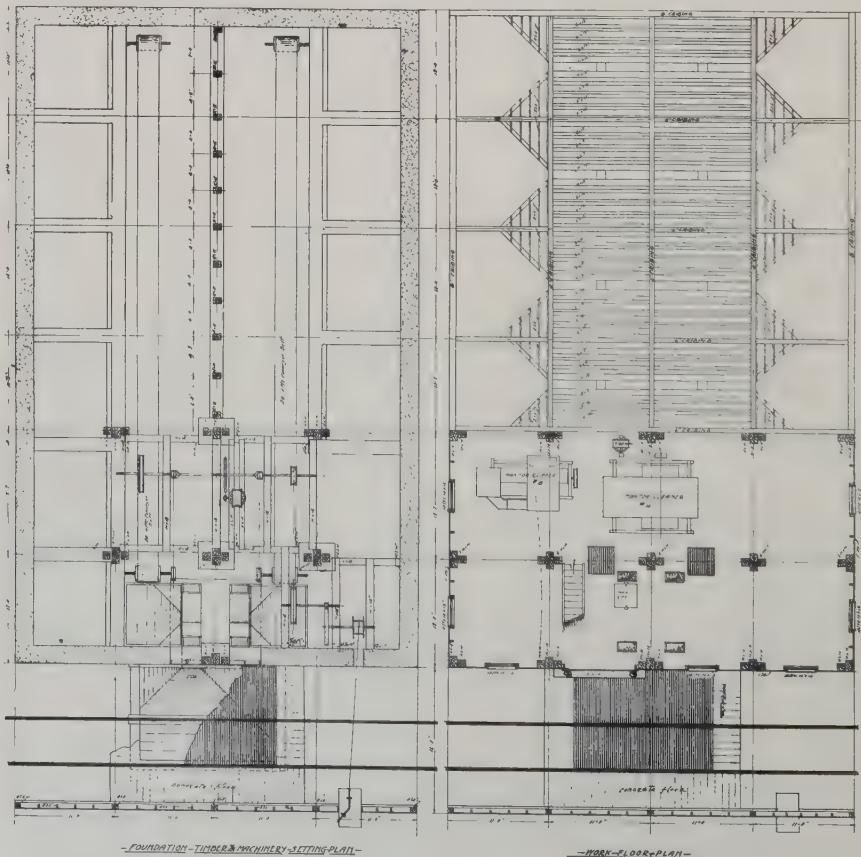
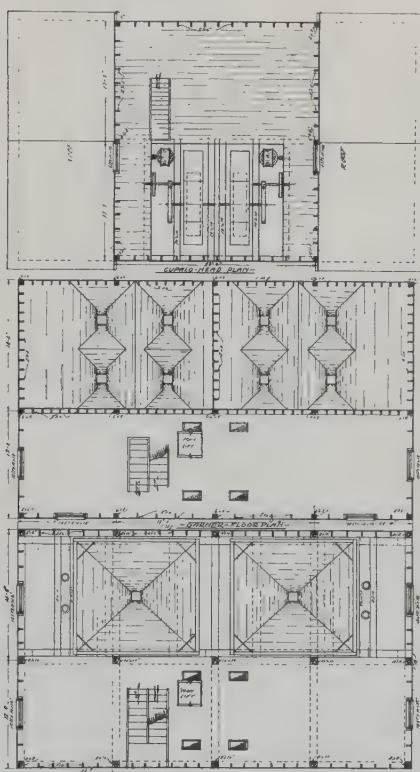
The Big Four sets rates effective Aug. 2 on grain for export, from Chicago, when originating at points from which no thru rates are in effect, to Boston, New York and Portland, Me., 18c; Norfolk, Newport News and Baltimore, Md., 11½c; Philadelphia, 12c.

The M. & St. L. in Sup 8 to ICC 1922, effective Aug. 1, gives rates on grain and products between Peoria, Ill., East St. Louis, Ill., and St. Louis, Mo., and points taking same rates and Ft. Dodge, Des Moines and Sou. and Inter-Urban stations; effective, Aug. 1.

The Nor. Pac. makes effective Aug. 1 between St. Paul, Minneapolis, Minnesota Transfer, Oak Park, South Stillwater, Minn., and Barnum, Maktowa, Atkinson, Otter Creek, Carlton, Scanlon, Cloquet, Minn., a rate on wheat and grain products of 7½c; other grains, 5c.

The C. T. H. & S. E. in Sup 16 to ICC 481 gives the charges on wheat, rye, oat and barley products from Chicago, So. Chicago, Coster, Joliet, Hammond, Kankakee and Momence Transfer, on shipments milled at these points on wheat, rye, oats and barley originating west thereof to Terre Haute and Brazil, Ind. at 5½c; effective, July 30.

The Gt. Nor. sets the rate on wheat, corn, oats, rye and barley between St. Paul, Minneapolis, Minnesota Transfer, Minn., and Geneseo, Cayuga, N. D., at 12½c; Aberdeen, Plana and Putney, S. D., 14½c; grain and millstuffs between St. Paul, Minneapolis, Minnesota Transfer, Duluth, Minn., Superior, Wis., and Sweetwater, Webster, Garske, Starkweather, Newville, Olmstead, Crocus, Rock Lake and Hansboro, N. D., 13c; effective, Aug. 1.

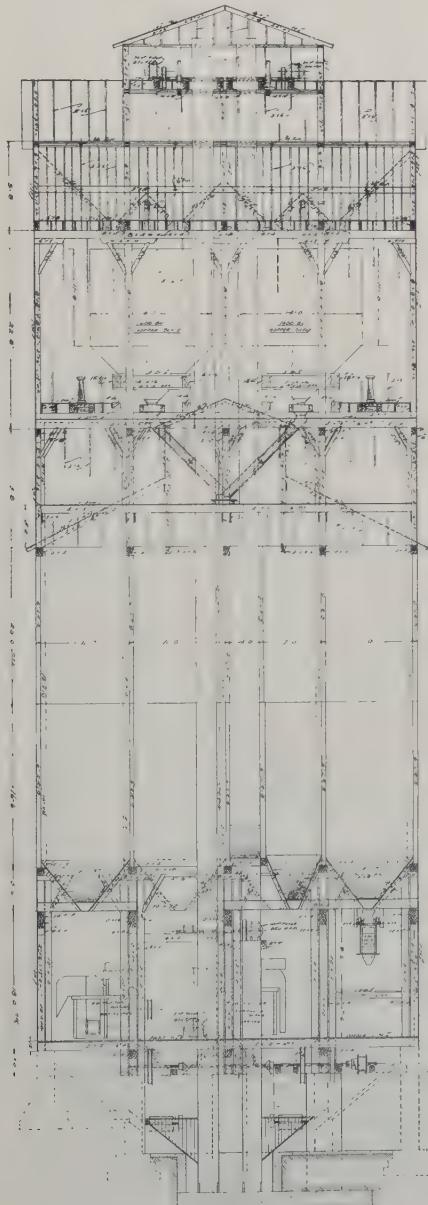


Scale Floor, Foundation and Work Floor Plans of New Transfer Elevator at Council Bluffs, Ia. (For description see facing page.)

New Transfer Elevator at Council Bluffs.

With the starting of the new transfer and cleaning elevator of the Imperial Milling Co., at Council Bluffe, Ia., last week, another house is added to the long list of terminal elevators now operated in the Omaha district. The new plant will be operated in conjunction with the country elevators of the Van Wickle Grain & Lumber Co. W. P. Metzger is secretary of the company, and will manage the Omaha business, and M. G. Koons is superintendent of the elevator.

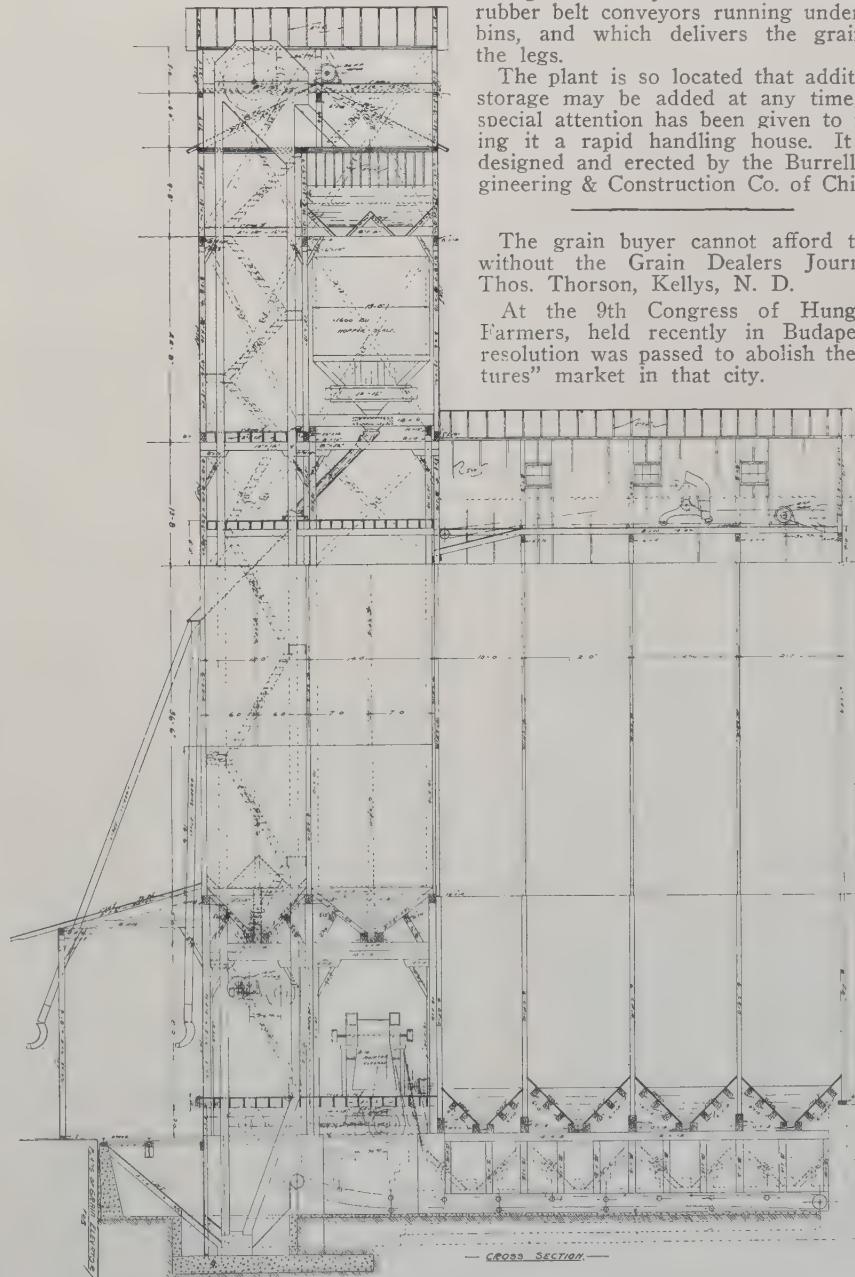
The new plant is formed of an up working house 26x44 ft., which rises 55 ft., and is surmounted by a cupola which rises 50 ft. high. The addition is 48x44 ft., 50 ft. high, and contains 16 hopper bottom bins. Six-inch cribbing was used up 25 ft. and 4-in. cribbing the balance of the way. The house is covered with Sykes Corrugated Iron and an iron ladder scales the side, to permit escape of employes in case of fire. The foundation of the elevator is of heavy reinforced concrete, and the entire floor of basement is covered with cement, so it will be an easy matter to keep the house clean, or to recover any grain spilled.



Longitudinal and Cross Sections of Imperial Milling Co.'s New Transfer Elevator at Council Bluffs, Ia.

The first story of the working part has a clearance of 18 ft., from the ceiling of which is suspended a 10 h. p. electric motor, which operates a Burrell Car Puller and Clark Power Shovels. A 15 h. p. electric motor drives a No. 10 Monitor Compound Shake Cleaner, while a No. 8 Monitor Dustless Oat Clipper is driven from the main shaft in the basement. The main shaft is driven by 40 h. p. electric motor, and from it power is transmitted to the belt conveyors thru under storage bins in the addition.

Underneath the track shed adjoining the house is a receiving sink with a steep pitch, and covered with iron grating, so that grain will flow rapidly to the boot of the receiving elevator, which is equipped with 20x7-in. buckets. The shipping leg is also equipped with 20x7-in. buckets. Grain can be spouted from any of the bins in the working part direct to grating in floor over the boots of either leg. Under the bins at one end of house on an overhead track, is mounted a 3-bu. Automatic Sonander Sacking Scale.



Either of the two tracks running beside house can be used for shipping, and a spout with steep pitch and bifurcated loader is provided for each track.

The five large and four small bins in the working part are 36 ft. deep. The two telescoping distributing spouts in the distributing story are mounted on a ball bearing truck, so that grain can easily be diverted to any of the bins in the working part and several of the bins in the storage annex, as well as to the conveyor belt over storage annex bins.

In the scale story are two 1,600-bu. hopper scales, above which are two garners, each having four wide openings and smooth working valves.

On the floor above are the elevator heads, each of which is driven direct from a 30 h. p. electric motor.

A constant man lift affords easy communication between the garner floor and the floors below.

A 30-in. rubber conveyor belt over the bins of the storage annex is driven direct by an individual electric motor. Grain is taken from the bins of the storage annex by means of two 28-in. rubber belt conveyors running under the bins, and which delivers the grain to the legs.

The plant is so located that additional storage may be added at any time, but special attention has been given to making it a rapid handling house. It was designed and erected by the Burrell Engineering & Construction Co. of Chicago.

The grain buyer cannot afford to be without the Grain Dealers Journal.—Thos. Thorson, Kellys, N. D.

At the 9th Congress of Hungarian Farmers, held recently in Budapest, a resolution was passed to abolish the "futures" market in that city.

Western Grain Dealers Ass'n at Des Moines July 12

The annual meeting of the Western Grain Dealers Ass'n was called to order at 11 o'clock, July 12, at Des Moines, Ia., by Geo. A. Wells, sec'y, who suggested on account of the absence of Pres. I. L. Patton on the Pacific Coast and the absence of Vice-Pres. Lee Lockwood, that E. A. Fields take the chair.

E. A. Fields: I have formed the habit of attending the meetings of the Western Grain Dealers Ass'n, because it is absolutely essential for the welfare of the grain dealers of Iowa for them to have an organization. Every year brings new problems. Any one of us who attempts to correct an abuse will have about as much influence as the wind so long as he works alone.

Each one of us should work to increase the membership in our ass'n and in our insurance company.

Sec'y Geo. A. Wells read his annual report, as follows:

Secretary's Annual Report.

The records of this Ass'n for the eleven years of its existence, show that we have done a few things of large importance to the general welfare of our members and the public and in which this Ass'n has been the pioneer, other Associations having followed our path later on.

The Seed Special Train Idea that was originated and promoted by this Ass'n in 1904 has become world wide as an agricultural educational movement. The Agricultural College Extension idea, originated by Professor P. G. Holden was inspired by the work done on the seed special trains and today every agricultural educational institution is giving serious consideration to College Extension Work.

During the year 1904 there was distributed in the state of Iowa, through the members of this Ass'n, about 4,000 samples of Reid's Yellow Dent Corn and today this corn is strongly in evidence in every section of the State and the benefit of this seed distribution is strongly in evidence by the large increase of pure yellow corn going from Iowa to terminal markets as compared to previous years.

The Western Grain Dealers' Mutual Fire Insurance Ass'n was organized as an auxiliary of this Ass'n in 1907, and the results have been satisfactory, the business being now well established on a permanent basis.

Crop Reports: During the past few years we have undertaken to establish a system of crop reports that has become recognized as a valuable work in connection with the Ass'n in keeping the members informed to their advantage in buying and selling grain.

During the history of this Association, we have always taken an advanced position in regard to bad methods and abuses in terminal markets and have exercised an important influence in this connection.

Arbitration: There have been numerous claims involving differences between our members and terminal dealers, but all of these claims have been adjusted privately through the Secretary without the necessity of arbitration, except three cases that are still pending.

The adjustment of these matters privately without arbitration often involves much more work on the part of the Secretary than if submitted to the Arbitration Committee, as when that is done it only requires the clerical work of preparing the papers, so far as the Secretary is concerned, whereas, to adjust these differences privately and agreeably, requires considerable tact and diplomacy that is often extremely trying and difficult.

We have, at the present time, two complaints against members of this Ass'n who ignore and refuse the request of the complainants, who are terminal market dealers, for arbitration.

This Ass'n adopted rules of arbitration at our Annual Meeting May 24th, 1902, and are in force with this Ass'n today.

Since these rules of arbitration were adopted, this Ass'n has enforced arbitration with its members in every case; in fact several members have been suspended or expelled because of refusal to arbitrate in accordance therewith.

I would suggest that this Ass'n at this

time give an expression as to whether or not you will continue to enforce arbitration as heretofore and if so, would it not be well to insist that the terminal market grain exchanges also give members of this Ass'n the same privilege of an arbitration by their committee on complaint filed by a member of this Ass'n with the Secretary of such terminal grain exchange, of which the party complained of is a member. The fact being, that one exchange at least, has shown a disposition to refuse to accept a request for such an arbitration.

Bureau of Information: The general correspondence of the Secretary's office, has been of considerable volume during the past year, much of which relates to individual matters that are not recorded and of which it would not be consistent or practicable to make report. The fact is, that the work of the Secretary of this Ass'n is largely confined to these individual matters and is somewhat different in this respect, I think, from most other trade organizations, necessitating a large correspondence with our members individually.

Crop Reports: During the past year your Secretary has compiled and published, crop reports covering not only the state of Iowa, but in fact all of the surplus grain producing states, this work having been extended on my own private account to some extent, so that the only expense incurred by the Ass'n has been a portion of the postage in obtaining reports and mailing the publication to themselves; the postage on reports and mailing of the publication going outside of the dealers in which this Ass'n is interested, having been paid by myself and also a part of the salary of the stenographer employed in doing this work.

This I believe has broadened the scope of the reports so that they are of more benefit than heretofore and I am frank to say that I have indulged in this work to this extent as a matter of personal ambition and benefit.

Legislation: During the past session of the legislature, we introduced a bill (House File No. 492), for an act relating to elevators and grain warehouses located on railroad land and prescribing methods and conditions of procuring sites therefor and liability for loss or destruction thereof.

This bill was reported favorably without a dissenting vote by the House Committee, but failed to pass the Sifting Committee and did not become a Law. I believe that if this bill had been introduced earlier in the season, that it would have passed as there seemed to be no serious objection to it.

We also introduced a bill (House File 333) for an act to require the payment of Attorney's fees by common carriers in case of suit for delay in delivering freight or injury to or loss in transit. This bill was also reported favorably by the House Committee with only two dissenting votes, but failed to pass the Sifting Committee and did not become a law.

There was considerable opposition to this measure by the Attorneys who were members of both houses of legislature on the ground that it would encourage vicious prosecution of the railroad companies by unscrupulous lawyers.

The experience that we are now having with the Chicago, Milwaukee & St. Paul Railway Company would seem to justify such a Law.

We also gave support and used our influence in favor of (House File 79 by Stipe) a bill to increase the efficiency and enlarge the work of the Department of Agricultural Extension of the Iowa State College of Agriculture and Mechanic Arts, making appropriation of \$100,000 per annum therefor, but succeeded in securing an appropriation of only \$42,000, being an increase of \$12,000 per annum over the previous appropriation.

Also House File 298 by Dixon to provide for an annual exhibition of the cereal crops of the State of Iowa and making an appropriation of \$5,000 per annum therefor; this bill also failed to pass the Sifting Committee, but was reported unanimously by the Agricultural Committee.

Also House File No. 41 by Harding creating an office of Fire Marshal and Deputy Marshall. This bill was enacted into Law and became effective July 1st. Mr. O. O. Roe, formerly Deputy Auditor of State, being appointed by the Governor as Fire Marshal and it is believed that this Law will prevent incendiarism to such an extent as to materially reduce the fire losses in this State.

Railroad Claims: I think it is well understood by the members of this Ass'n, that we do not undertake to act as a collection agency in the matter of railroad claims, but we advise and assist our members in preparing freight claims in order that claim departments may give the claims presented by our members, prompt and proper consideration.

It is absolutely essential in filing claims to attach the necessary documentary evidence to support the claim and it is in fact an imposition on a Claim Agent, for a shipper to file a claim that is not complete in documentary evidence or a statement of facts.

We have not favored the idea of establishing a freight claim collection agency for the purpose of handling all claims of our members against the railroad companies, believing that it would be an injustice to the railroad companies to deprive them of the privilege of dealing directly with their patrons in these matters.

If claims are refused, we urge our members to have the papers returned and send them to us. After giving them careful examination, if the claims have merit, we refile the same with the Claim Department and insist on payment.

I have recently made inquiry of our members by circular letter regarding claims filed and refused and find that there are very few claims of our members now unsettled by the claim departments of the railroad companies with the exception of the Chicago, Milwaukee & St. Paul Ry., against whom several of our members hold claims for considerable amounts for damage because of delay in transit on account of deterioration in quality and decline in market value, during the winter of 1909 and 1910.

Claim departments have been rather slow to admit their liability for damage because of delay in transit. Mr. H. P. Elliott, General Claim Agent for the Chicago, Milwaukee & St. Paul Ry., recently told me, that they had never recognized a claim for delay in transit until last fall; however, liability for damage because of delay in transit is now generally admitted by all claim departments who are making very satisfactory settlements of such claims, but the Chicago, Milwaukee & St. Paul Ry. is inclined to place the burden of its inefficiency upon the shipper.

A suit was begun in December by one of our members in Story County, the expense of which was assumed by this Ass'n, against the Chicago, Milwaukee & St. Paul Ry. Co. for damage because of delay in transit on account of decline in market value, the claim department offering to settle the claim at 50% before the suit was started but finally made settlement after considerable delay on the basis of 75%.

I understand that the claim department of the Chicago, Milwaukee & St. Paul Ry. Co. has made settlement on claims for decline in market value with other shippers at 75% but has thus far refused to adopt that as a general basis, contending that in as much as it has settled with a large number of shippers at 50%, that it can not now consistently make settlements at 75%.

There are a number of our members having such claims against the Chicago, Milwaukee & St. Paul Ry. and it has been suggested that these members arrange at this time to place their claims in the hands of an Attorney for collection under the supervision of this Ass'n.

It would seem that the Ass'n should firmly maintain its position that the railroad company is liable for damage because of delay in transit on account of decline in market value for the full amount of the decline between the date the car should have arrived and the date that it did arrive, allowing a reasonable time for transportation, taking into consideration the weather conditions and causes over which the railroad company had no control that might require additional time for the movement of the cars.

Last October this Ass'n began suit against the Chicago, St. Paul, Minneapolis & Omaha Railway Company on certain claims that were assigned to the Ass'n for damage on account of delay in transit, the shipment being joint with the Chicago & North Western Railway Co.

The delay in these claims occurred with the Chicago & North Western Railway as the connecting carrier but suit was commenced against the initial carrier, with the idea that the initial carrier would be liable under the Carmack Amendment of the Interstate Commerce Law.

In the suit mentioned, the attorneys for the initial carrier offered as defense that decline in market value of the grain was not a loss of property, or damage or injury to the property and that the Carmack Amendment would not apply to the claims for damage because of decline in market value.

We concluded to withdraw these claims

and I filed them direct with the connecting carrier, the Chicago & North Western Ry. Co. and received a prompt settlement that was acceptable to the shipper and to us. On one car, the claim was paid in full and on the remaining cars about 90%, thus showing the difference in the policy of the claim departments of the Chicago, St. Paul, Minneapolis & Omaha Ry. Co. and the Chicago & North Western Ry. Co., notwithstanding the fact, that both railroads are practically under the same management.

It is contended by attorneys employed by claim departments and this is especially the case with the claim department of the Chicago, Milwaukee & St. Paul Ry., that they can force the shipper to go into court on each shipment; that a suit in one case does not establish a precedent that will govern other claims; thus you will note the great necessity of a law as provided in our bill (House File No. 333), "an act to require the payment of attorney's fees by common carrier, etc."

Scale Inspection: During the past year we have inspected and repaired 863 scales. The earnings for the year amount to \$2,932.18, the expense \$2,745.32, giving a net gain for the year of \$186.85. This expense, however, does not include work done in the office, postage, stationery, etc.

This Ass'n began the work of scale inspection in 1904 and we have made about the same comparative showing each year. One year, however, we had a loss of about \$250.00. It costs about \$10.00 per day to keep the scale inspector on the road; thus you will understand that it is necessary to inspect about three scales daily to make expenses.

Some scale owners do not seem to appreciate the fact and show very little disposition to co-operate with us by assisting the inspector when he is doing his work or in enabling him to make time in taking trains, etc. There should be more co-operation among the dealers in securing applications for scale inspection and we should have the annual patronage of all scale owners in order to maintain the work at the basis that has been established. Namely: \$3.00 for inspection, to members of the Ass'n and \$3.50 to non-members.

I regret to report, that our scale inspection proposition, seems to be considered a profit earning commercial business, not only by some scale owners who are not members but some of our members are inclined to economize in a manner that seriously reduces our revenue for carrying on this work and that it is no small undertaking to keep the job going and make the earnings pay the expense.

I think it would be well for the members to express themselves in this convention somewhat as to this matter and revive a spirit of co-operation in order that we may not be obliged to solicit personally scale applications at the extra expense that we have been obliged to do during the past five years.

I think there is no question but what the work done has been of great benefit and is appreciated by the majority of our members and many scale owners who are not members.

Natural Shrinkage: The question of Natural Shrinkage of grain in transit was considered in a conference between representatives of the grain trade and the Western Trunk Line Committee in Chicago, Jan. 18th, 1911.

The representatives of the grain trade submitted a proposition to the Western Trunk Line Committee that the rule making an allowance of ½ of 1% deduction on

small grain and ¼ of 1% on corn be discontinued and that in lieu thereof no claims for loss in transit should be presented where the amount is less than \$1.00 on each car and claims not paid within sixty days after presentation, interest at the rate of 6% per annum be added thereto from the time the claim is presented until paid.

The conference was unable to come to an agreement and a sub-committee representing the railroad companies and the different terminal grain markets also including myself was appointed to make an investigation of the question of natural shrinkage.

The sub-committee has been making a thorough investigation of this question and I understand that another conference will be held in the near future to consider the matter and the report of the sub-committee. Since the conference I understand that some of the railroad companies have discontinued making deductions from claims for loss in transit on account of natural shrinkage, pending the final report of the committee.

Bills of Lading: I wish to call the attention of the members to the necessity and importance of exercising more care in the execution and use of B/L and of using our influence to assist in establishing a form of B/L that will be negotiable and serve as a medium of exchange and credit in such a manner as will give protection to the holder of the B/L, the banker and the transportation company.

It is my personal observation that shippers are extremely careless in billing their grain and that the local agents for the transportation companies are also careless in executing them.

Such carelessness causes bankers to discredit the B/L as collateral and the integrity of the B/L is seriously threatened.

Team Track Weighing Charges at St. Louis: The Merchants' Exchange Weighing Department is still handicapped in the supervision of weights on team track scales at St. Louis on account of the peculiar conditions existing in that market.

If our members know, this Ass'n has since the first year of its existence used every possible influence to obtain improved conditions at St. Louis; in fact the weighing department at St. Louis was established largely by the demands of the grain dealers ass'n, in which this Ass'n took a prominent part and I would suggest that it is very necessary at this time, to give the Merchants Exchange Weighing Bureau all the assistance possible in overcoming the difficulties with which it has to contend.

Car Load Dockage at Kansas City: During the past year car load dockage has finally been discontinued at Kansas City but not until compelled to do so by a decision of the United States Supreme Court sustaining the Missouri Law prohibiting grain dockage.

Shippers are entitled to payment for any deduction made on account of car load dockage at Kansas City made since August 16, 1909, and all that is necessary for the shipper to do is to file claims with his commission firm in Kansas City who will promptly make settlement accordingly.

Interest Charges on Drafts: At the request of this Ass'n the Chicago Board of Trade appointed a Special Committee to confer with a Committee of the Western Grain Dealers Ass'n to discuss the question of charging interest on drafts against consignments of grain after sale and delivery of B/L to the buyer. This conference was held last October and the rules of the Chicago Board of Trade were amended, making the maximum time of charging interest against shippers of drafts, seven days after delivery of car to connecting line, instead of fifteen days as theretofore provided.

Watchman's Service in Outlying Yards: I desire to call the attention of the members to the watchman's service in outlying yards in St. Louis, the purpose of which is to obtain an official report of the condition of cars as to leakage and car seals before the cars have arrived at repair tracks, it being customary for the railroad companies to place leaky cars on the outlying repair tracks before placing them on the inspection tracks for delivery; thus without this watchman's service many cars arrive at the elevators in apparent good condition, when in fact, the cars had leaked in transit and were repaired before being inspected by the Deputy of the Weighing Bureau.

Membership: The last subject of my report, which is by no means the least important, is membership in this Ass'n. We have today the largest membership of independent grain dealers in the history of the organization, but our membership of line elevator companies has decreased to such an extent that the fact is, the line elevator company is only a small minority in the membership, which is a material

change as compared with the early years of our existence.

The membership of this Ass'n at this time consists of 350 independent dealers and 100 memberships held by 18 line elevator companies. In 1903, which was the year of the largest membership of this Ass'n, the membership was 332 independent dealers and 523 memberships in the hands of line companies.

It may be interesting to know, that in 1903 there were 52 firms operating more than two elevators at a station in this State and that only 27 of those firms are in existence today.

It will be readily appreciated that the revenue of this Ass'n from members has been reduced from upwards of \$8,000.00 per annum in 1903 to about \$4,000.00 per annum at this time and that it has been necessary to use rigid economy in conducting the work of the Ass'n to keep within the funds provided.

I am not informed as to the reasons for the decrease in the members of the line elevator companies but assume that some of the larger companies, especially, feel that they are sufficient unto themselves in dealing with transportation matters and those who hold memberships in terminal markets possibly feel that the policy of this Ass'n is not altogether agreeable to them, inasmuch as we have been somewhat active in urging improved methods and elimination of abuses.

I think that the Ass'n should consider the questions of membership and revenue and decide how much money they feel inclined to contribute for the support of the Ass'n and of course the expense account will have to be arranged accordingly.

E. A. Fields: One matter Mr. Wells has undertaken and accomplished is the capable reports on crop conditions, for which he deserves special credit. He has been at considerable expense and trouble to widen the territory from which the crop reports are compiled.

Sec'y Wells read his treasurer's report, which was adopted, and a supplemental cash and expense account, showing the total receipts to have been \$6,320.22 from July 1, 1910, to July 1, 1911, and the cash balance on hand July 1, 1911, to have been \$740.83.

Mr. Wells: You will note that the sec'y keeps considerable money in the Ass'n.

E. A. Fields: I am sure the members will not object to this if Mr. Wells does not.

John Dower, supervisor of the Department of Weights of the Merchants Exchange, St. Louis, Mo., read a paper from which we take the following:

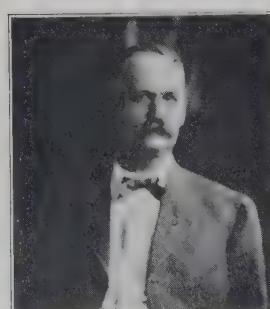
Supervision of Weights at St. Louis.

Supervision of weights to be complete should embrace as far as it lies in the power of a weighing department everything incidental to the movement of a carload of grain from the time it leaves the shipper. This necessarily means co-operation of the shipper with those who are looking after his interests in the terminal markets.

Scale and elevator supervision at unloading point when done systematically is very good so far as it goes, but the work at best is only partial unless you know the exact condition of cars on arrival at hold tracks. Our hold track system of car inspection was born of necessity and was found to be the missing link in our system of supervision. We discovered by experience that a large



Sec'y. Geo. A. Wells, Des Moines, Ia.



I. L. Patton, Newton, Ia.
Re-elected Pres.

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number of cars arrived at hold track in poor condition, leaking and without seal.

When the department was organized, its work was limited to securing a check on the weights. A little later, records were kept of the seals and condition of cars on arrival at the point of unloading. Then the practice of sending a man to the hold tracks to examine cars occasionally was begun. The frequency with which these trips were made was increased from time to time until finally a man was detailed to visit the principal inbound yards daily and report all bad order cars. By this means it was found that many cars arrived at the inbound yards in a leaky condition, but were repaired before being forwarded to their final destination and arrived at that point in apparent good order. Except for the bad order evidence obtained at the hold track there would have been no means of explaining the shortage and nothing upon which the shipper could base a claim for loss which was manifestly due to leakage in transit.

The increasing demand for these records and the inestimable value of the information obtained determined the weighing Committee to extend this feature of the work so as to secure a complete record of the seals and condition of every car as soon as it arrived at the inbound yards, and accordingly, car inspectors were detailed to accompany the grain inspectors on their daily trips to St. Louis, East St. Louis and Venice to obtain these records. Experience has confirmed the wisdom of this course. Our men not only secure the original seals under which cars arrive but when they are resealed by the grain inspector they secure a record of the seal applied and by having our deputies patrol the yards of the connecting lines and visit the repair tracks of the various roads in and near St. Louis, all consignments of grain are practically under the surveillance of the Department from the moment they reach the hold tracks until the out-turn weight is obtained.

As soon as a car is found in bad order at the hold track the fact is telephoned to the office and posted on the floor of the exchange. A car may come from a shipper who has not the facilities for ascertaining definitely what he loads into his car and whatever leaks out in transit is shipper's loss. By obtaining the hold track report on such cars and ordering it to a local point, the shipper is saved whatever loss would occur between and the distant point to which it perhaps would have been ordered had not the Weighing Bureau notified the consignee of its leaky condition.

A car on which there is good shipper's weight may be ordered to some distant point where an inadequate system of car inspection is maintained and if a shortage develops no evidence of leakage can be obtained from the parties who unloaded it and if our records show that the car was in a leaky condition at the hold track or in the inbound yards or at some repair track in St. Louis this is all that stands between the shipper and whatever loss the car sustained.

The benefits of this car inspection and watchman service have by no means been confined to inbound grain. Our car inspectors spend the forenoon in the inbound yards, the balance of the day in the yards of the connecting lines and the repair tracks and the outbound yards. Here we find a great many bad order cars that reached the hold tracks in good condition having been sold destination weights, and cars that were loaded out of local elevators and left apparently in good condition but owing to rough handling in the terminals are in bad order before they get out of the switching limits of St. Louis. These records are filed and indexed and are frequently the means of tracing a loss on cars we loaded out which are short at the other end.

It is generally conceded that a properly equipped weighing department besides being a benefit to the shipper and the carrier, is a most valuable asset in the commercial success of every grain market. The whole is but the aggregate of all the parts and it necessarily follows that the worth of such an organization to the market depends entirely upon the worth of the individuals composing it.

The primary purpose for which weighing departments are created is to secure correct weights and act as a medium of settlement between buyer and seller in the equitable adjustment of difference where the question of weights is involved, and in order to perform this service satisfactorily the Weighing Department must have the earnest co-operation and hearty support of all concerned. The handling of grain which embraces the loading, the transportation and the weighing, is a very practical matter and its results whether good or bad are always measured in dollars and cents. There being three interested parties in the shipment of grain, namely the shipper, the carrier and

the Weighing Department, it is very necessary that in order to obtain the desired results there should be as far as possible co-operation of interest.

In the first place, the shipper should have correct weighing facilities, he should pay particular attention to co-operation of cars, see that he gets the best car available, and should a car, in his opinion, be unfit he should deliver a written notice before loading to agent of railroad retaining signed duplicate that such car is in bad condition; it is also very necessary to have your own seals numbered consecutively. Apply them as soon as possible after loading and in such a manner that door cannot be opened without breaking seal.

The cooperation of cars is considered a very important part of our supervision. I always advise placing the overseeing of co-operation on one man at each elevator as a divided responsibility brings poor results. It is amazing the amount of grain that is wasted from cars in the busy grain season in the receiving yards and terminals and the interested observer cannot help asking: "Who is holding the bag?"

At first glance it would seem that the railroads are the only losers but after giving the matter further consideration it looks very much like some shippers pay for a large percentage of it, more especially those who cannot show good weights at their end of the line. It is absolutely necessary that a physically sound car be used if the shipper is to get returns for the full amount of grain he loads into it. The burden of furnishing sound equipment always rests with the carrier and admittedly for the sake of argument that the shippers' weighing facilities are inadequate, such conditions do not relieve the carrier of its responsibility to furnish suitable cars and deliver safely to its destination the full amount of grain loaded.

Team track weighing at St. Louis is at present in a fair way to be solved to the entire satisfaction of the shippers, provided that we receive the co-operation of our inbound roads and terminals. Recently the Merchants Exchange was instrumental in having passed by the Municipal Assembly of the City of St. Louis an amendment to the General ordinances, which removed the legal obstacles complained of at the time by the railroads, and which apparently was the only objection they had to our proposition; since the passage of this enabling act the Merchants Exchange has endeavored persistently to obtain permission from the roads to install and operate wagon scales at its own expense, but as yet is unable to get the necessary authority to do so.

Team track receipts comprise a large part of our business and is to a certain extent a factor in determining the reputation of our market for correct weights, so we are naturally desirous that our supervision there should be made as complete and thorough as it is at the elevators and mills under our control, besides we not only wish to reduce the expense to the shipper but also elevate the standard of weighing which now obtains. The weighing at team tracks at the present time is done by men over whom our department does not have complete control, as they are employees of the owners of the scales.

Watchmen are maintained in the various wagon yards who in addition to their police duties exercise a general supervision over the weighing and it is our object to put the department in a position where the men who do the weighing at team tracks will be its own employees subject to its discipline, the same as the men now at elevators and mills where the weighing is entirely satisfactory.

Chairman Fields announced the following committees: Nominations: Tiedeman, Belz and Frazier. Resolutions: King, Radford and Bissell.

Sec'y Wells: I think it would be well for members having claims against the C. M. & St. P. R. R. Co., to meet in this room immediately after adjournment.

Chairman Fields appointed E. J. Skeewis of Minneapolis and J. A. Tiedeman of Sioux City a committee on claims against the Milwaukee road.

Chairman Fields: I have never heard that the Milwaukee has settled any claims over 50 per cent for delay, except in case of deterioration.

Chester Arthur Legg, attorney of the executive committee of the Chicago Board of Trade outlined the B/L case of J. C. Shaffer & Co. against the Rock

Island, involving the settlement of claims on value at point of origin or destination, the facts being fully stated on page 83 of the Grain Dealers Journal, July 10.

If we get a favorable decision from the courts of our own state we will go back to the Interstate Commerce Commission and ask for a rehearing. It is very important to have the provision making settlement on value at point of origin taken out of the B/L.

F. C. Harvey read a paper on "Storing Grain at Elevators," from which we take the following:

Storing Farmers' Grain.

Since receiving word from our secretary that I would be expected to read a paper on "Storing Grain in Country Elevators," I wrote twenty-five letters to different parts of the state asking what were the regulations, if any, in regard to storing grain. You would be surprised at the differences that are made in regard to storing.

Some allow free storage for an indefinite time, others will not store grain on any account; still summing up the twenty-three replies that I have received, it will figure out on a basis of fifteen days free and a charge of one-half cent per month after that time.

Quite a few charge one-half cent per month from date of delivery, others give fifteen days free and charge one-half cent for each fifteen days following, while others give thirty days and charge one cent per month storage.

Several years ago, in some of the local meetings held in different parts of the state, the subject of storing grain was pretty generally discussed, and in some localities the idea of refusing to store grain was established. However, some dealers adopted the plan of storing grain on the basis of fifteen days free storage, during which time the farmer would haul in the grain and after fifteen days the storage charges were one-half cent for each fifteen days or fraction thereof.

I am not here to say what you are to charge for storage of grain, as what would be right in one locality perhaps would not be satisfactory in some other part of the state.

I wish to present to you the unbusiness-like idea of giving the producers free storage for an unlimited length of time as some dealers are doing. I look at free storage of grain as a curse and a great burden to country elevators, and I am pleased to say that according to the letters that I have received from different points in the state that we have very few stations in Iowa that are keeping up this practice.

This method of encouraging a farmer to bring his grain to you, attempting to win business by storing his grain free as long as he wishes, is out of date, and is a money losing proposition for the dealer. The result is you pay a higher price for stored grain than you could afford, especially when you are not on friendly terms with your competitor.

Show me a country dealer who ships out this stored grain, and buys future options for protection, who has made any money by so doing, and I will show you twenty-five who have paid dear for such transactions. A short time ago I read in one of our grain journals of a case in Ohio where a farmer had stored wheat in an elevator for fifteen years; the storage had almost eaten up the value of the grain and still he refused to sell. This beat anything of the kind I have ever heard, and the dealer deserves a medal.

I believe that the time is coming when every state will pass a law prohibiting the storing of grain from the farmers by country elevators.

In my locality up until last November, we had free storage for ninety days, and after that one-half cent per month if the farmer felt like paying it, and the result was not one dollar for storage even should the grain be stored a year.

A short time before November the first, there appeared as it were hand-writing on the walls of our office in the shape of a notice relating to the storage of grain, which read as follows: "After November 1 all grain received at this elevator for storage will be charged at the rate of one-half cent per month storage, the same to be figured from date of delivery." The result is that there is no storing being done to speak of at Grand Junction, and when they store, they pay for it. I can not see that we have lost one bushel of grain by establishing this rule, and it is far more satisfactory.

M. McFarlin: Nearly all the farmers elevators store grain. If the dealers would enforce a business proposition of a charge of $\frac{1}{4}$ cent a bushel for each 15 days they could take care of this grain. But the idea of storing free is not to be thought of.

Adjourned to banquet lunch.

Banquet Lunch.

A large number of separate tables had been grouped along the walls and thru the middle of the dining hall, some of them tastefully decorated with flowers. Nearly 100 shippers, receivers and grain men of Des Moines sat down to the banquet.

AFTERNOON SESSION.

After the banquet Mr. Fields called the afternoon session to order and introduced Chester Arthur Legg, who had been requested by J. C. F. Merrill, pres. of the Chicago Board of Trade, to take his place on the program. Mr. Legg read a paper defending legitimate speculation, from which we take the following:

Functions of the Grain Exchanges.

Everywhere there seems to exist, except among the few who are directly allied in business with the Exchanges, the crudest notions regarding the methods of business carried on there and an almost total misconception of their function in the world of industry and trade. I have not time to discuss the causes of this misconception. The fact of its existence, however, cannot be denied. The cause may be found in the suspicion and general distrust of the "broker" which has existed for three centuries at least. Dating from the medieval times when merchants formed a distinct and in the mind of most people an undesirable class, it may be that our present day broker is the last victim of that slowly dying prejudice. A more reasonable explanation, however, in the opinion of the speaker, can be found in the general ignorance as to the real need and business methods of the Exchanges.

Few persons outside of the business know or can explain the real distinction between a legitimate Exchange and a "Bucket-shop" or discriminate accurately between a transaction classed as speculative and one which is a pure gamble. Hence it is not strange that the broader and more complicated functions of such Exchanges are a complete blank in the public mind. So long as this general ignorance exists, just so long will this popular misconception and criticism of the Exchanges prevail. When such ignorance shall give away to the stronger influence of intelligence and the public gains at last a full comprehension of the essential need and economic functions performed by them in our commercial life, then the Exchanges, in spite of many minor but easily apparent evils, will take their place among the most desirable and beneficial institutions of trade and finance, as essential as banks and railroads and as respectable as either.

It is submitted at the outset that the Produce Exchanges must stand or fall upon their ability to prove a real economic basis and reason for their existence. If these institutions which have grown up within a half century or more, not spontaneously, but step by step, developing not only in size but new methods to meet the necessity of modern business have no place in the economic structure of trade or however much they were once needed are now useless, then in response to the inexorable economic law, they should cease to exist. On the other hand, if they still have a real function to perform in our commercial life, if in fact they do supply a necessary agency in the marketing of the world's great agricultural products, then the Exchanges with their peculiar methods of business should be retained. Upon this issue, the Produce Exchanges are willing to rest their chance for existence, confident that any fair investigation will demonstrate that they are indispensable agencies in the marketing of the world's agricultural crops at the minimum of cost and the maximum of safety to both producer and consumer.

In determining the necessity of the Exchange, it is essential to acquaint ourselves at the outset the extent of the task which they are called upon to perform. Accordingly, let us consider the real situation involved in the marketing of the world's grain products. In round figures,

the world's crops of wheat, corn and oats exceed three billion bushels for each commodity, leaving entirely out of account the mammoth supply of barley, flax-seed and other grains. Of this world crop, the United States alone produces about one-fifth of the wheat, three-fourths of the corn and nearly a third of the oats. And generally speaking, the greater propor-

understand just what such institutions are and how they operate. The first idea to get clearly in mind is that the Exchange itself transacts no business. It is simply a meeting place where members assemble each day to buy and sell the various products dealt in upon such Exchange. We all know what South Water Street is to the produce trade. The Chicago Board of Trade occupies substantially the same position in grains and provisions. Of course the methods employed in the purchase and sale of the products of one do not correspond with those upon the latter, but so far as both supply a meeting place for buyers and sellers, the two are substantially alike. South Water Street might more conveniently be housed in one large building such as the Board of Trade, but in the daily buying and selling of the millions of bushels of wheat, corn and oats, not to mention the millions of dollars of provisions, any other method than the present where buyers and sellers may have a central and common meeting place, within convenient access to extensive systems of communication, both telephonic and telegraphic, would be impracticable.

A Produce Exchange is therefore in essence but a meeting place for buyers and sellers of grains and provisions. It may have additional facilities which in the evolution of the business have grown up to meet the demands of the trade but without such a function of bringing the buyer and seller of actual commodities together, it ceases to be a real Produce Exchange.

The buying and selling of actual commodities upon the Chicago Board of Trade needs hardly any more attention than to apprise people generally that such transactions in fact exist. This fact is generally unknown or has been forgotten. From one to two thousand cars of grain alone are daily consigned to grain merchants upon the Chicago Board of Trade. The railroads hold these cars in the outer yards where samples are taken by state grain inspectors. These samples are graded by the State and then delivered in bags to the various consignees who have their tables upon the Exchange floor. These grain merchants then take their samples and start out upon the Exchange floor to find buyers among the representatives of the millers, maltsters and grain shippers. At this point we find the same elements of the good merchant as in every other kind of business. Some men are better sellers of grain whereas others are better buyers. The sellers among other qualifications need the essential power of salesmanship and the buyers need a thorough knowledge of all grains. In fact, so large is the field and so intense the competition that many of the buyers are "specialists," some experts in wheat, others in corn, barley, etc. It thus happens that within the short space of a few hours each day a million or more bushels of the actual grain will "change hands" from seller to buyer in the identical manner that the South Water Street merchant sells to his customers a car of peaches or a crate of vegetables sent to him upon consignment.

There is, however, another department of the Board of Trade's work which while different in form and somewhat distinct is nevertheless an essential factor in the marketing of the world's great grain and provision crops. This centers around the buying and selling of such products for delivery at a future time and in essence is no different from the physical delivery of the commodity at the time the "bargain is struck" between buyer and seller on the "cash grain" side of the house. In the latter, delivery is made immediately, whereas in the former such delivery day is deferred for several months in the future.

In a general way, the operation of this branch of the business moves along the following lines: A member, whether an individual, firm or corporation, will receive an order, usually by telegraph, to buy or sell so many thousand bushels of wheat, etc., or so many pounds of pork or lard for May, July or December delivery. Immediately upon receipt of the order the member, either in person, or through his broker, goes into the "Pit" where the particular commodity is bought and sold and by the appropriate sign of his hand assisted by voice offers to buy or sell so much wheat, etc., at a certain price. In the same "Pit" if he is offering to sell, he finds other brokers who have orders to buy and vice versa, so that oftentimes in the short space of a few seconds, the broker has filled his order. He then communicates to his employer by telephone or messenger, the amount bought or sold, the price and the party to whom bought or sold, which information in turn is conveyed instantly by telegraph to the principal. As the trade then stands the broker at some time during the delivery month must demand from the opposite

Chester Arthur Legg, Chicago, Ill.
Counsel of Board of Trade.

tion of the world's production of all such products are harvested within the limits of a few months extending from June to October. If all civilized countries produced their own food supply, the problem would be comparatively easy, but such is not the fact. In the case of wheat, Europe produces nearly one-half of the world's crop, yet so great is its population engaged in other pursuits than agriculture, that nearly 450 million bushels have to be imported annually to feed its population.

Two problems are before the grain producers and merchants of the world, first, that of maintaining a food supply for the world's population from the time of one harvest until the succeeding one, and, secondly, the moving of these products from the localities where the production is large and the local consumption is small to those where the consumptive demand is large, but where there is no local supply or it is entirely inadequate. This latter is a fundamental phenomenon of all commerce, but in the case of grain it is paramount. Without such an equalization by the movement of food products from the land of natural plenty to that of scarcity, not alone would a wide distribution and specialization of industry be impossible, but life itself in many places could not exist. And just so long as it shall seem advisable and economically valuable that certain countries should confine themselves to manufacturing and others to agriculture according as their natural advantages and inclinations dictate, just so long will this problem of food distribution have to be faced.

It is at this point that speculation and the system of buying and selling of agricultural products for future delivery perform their economic function. Through this machinery, millers may anticipate with safety the future demand for flour, the producer obtains a price for his product based upon the world's supply and the consumer secures the commodity not at prices below the cost of production just before harvest and at prohibitive prices just before the next harvest, but at a fairly uniform basis of prices throughout the year.

In order to determine accurately the part performed by the Produce Exchanges in this great problem, it is first necessary to



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broker in case of purchase or tender to the latter in case of sale, warehouse receipts for the amount of wheat, corn, etc., bot or sold.

This in a general way explains the modus operandi of the large Produce Exchange of which the Chicago Board of Trade stands pre-eminent. It is as one can see but a combination of South Water Street and the ordinary "Auction Shop." We shall now consider whether it does in fact through the buying and selling of such agricultural products for future delivery assist in solving that great problem in the merchandizing of the world's grain and provision crops which is to bring the surplus of one country to the place of scarcity. Just in so far as the Exchanges through the system of buying and selling grain for future delivery do facilitate such an interchange, they are an economic benefit and correspondingly, in so far as they hinder it, they are an economic hindrance.

Supply and Demand: Time forbids any detailed study of all the services performed by the Exchanges in the solution of the above economic problem. Several, however, should be noted. The determination of the price of cash wheat next September or December depends among other things upon the state of the present crop in the ground, the surplus of the old crop still unconsumed and a fair idea of the world's demand. This information the Exchanges and other agencies collect with great care. Upon the collection of this invaluable information the way is open whereby men skilled in interpreting such underlying conditions can intelligently predict the prices at which such commodities may be safely bot and sold for delivery six months or more in the future. It should be borne in mind that these men do not make prices. The inexorable law of supply and demand does that. These men merely register their opinions upon what the price will be, based upon world conditions. If it is the consensus of opinion among the majority of these men that wheat next December will be lower than the "cash grain" at the present time, then the today's price of wheat for delivery next December will be lower than the "cash grain" at the present time. In such case today's price of wheat for December delivery will decline. If, however, the prevailing judgment of these men based upon fundamental conditions is that the reverse will be the fact, today's price of wheat for December delivery will be at a premium over the "cash" wheat today. On the other hand, a change in fundamental conditions from day to day or week to week may cause these prices to advance or recede still further.

It will be readily admitted that this may not be the ideal way for the determination of prices, but in the absence of one more practicable or convenient, it should not be discarded. Prices today represent the free play of individual opinions in the light of the most accurate and authentic information obtainable. If this were not permitted the ruling price would represent nothing more than the state of supply and demand at one local point. The producer at one point where the surplus happened to be great would receive for his wheat, etc., less than the cost of producing it, whereas the consumer several hundred miles away would be burdened with an excessive cost because of a local scarcity.

Another benefit resulting from the speculative operations and the registering of prices thereby is that all producers through the medium of the press and other agencies are in constant touch with the prevailing prices for grain, etc., in all the world's markets. And the price of his product at the farm is the price at such market less the cost of transporting it there. Can the producer show such a satisfactory condition in the case of his potatoes, fruit and live-stock?

The collection and dissemination of accurate and comprehensive statistics and the determination of prices for grain and provisions as the result of the free play of individual opinions in the light of these statistics do not represent all the benefits derived by producers, merchants and consumers from the Exchanges and the system of buying and selling for future delivery. Through its machinery the food products are brot from the land of plenty to that of want, the harvest of a few months is garnered up for the necessities of the entire year and the great risks incident in the handling and movement of these tremendous products are immeasurably reduced.

It is not possible within the proper limits of the time allotted to me to trace in detail the methods by which this interchange takes place. It can be stated with reasonable accuracy, however, that it is accomplished through the automatic adjustment of prices in response to the sensitive

barometer of supply and demand. The physical law of gravitation acts with no more (unerring?) accuracy than does the fundamental law of trade that a commodity seeks the highest available market. If the price of wheat in any market in the world is unduly out of line because of local conditions, it cannot long remain so, because instantly this condition is registered upon the industrial barometer and the commodity begins to move to or from that particular market until an equilibrium is forthwith established. And for the reason that in the international grain trade, this fundamental law of commerce is restricted the least by artificial tariff barriers, is largely due the fortunate phenomenon that in these products we have a world price and a world market, where the price of wheat at a certain moment in Liverpool is the price at Chicago plus the cost of transportation.

The fact that the price of wheat for future delivery is high indicates that there is a general conviction that the crop of the world is destined to be deficient. And likewise, a fall in the price of future wheat indicates the opposite belief in the future crop outlook. These facts instantly react not alone upon the producer and grain merchant but upon the entire community. The rising price gradually causes a corresponding reduction in the use of the product in order to maintain the food supply until the succeeding harvest. Without such an adjustment of demand to supply through the natural operation of price levels, waste might reasonably incur in the face of a certain famine and likewise a retrenchment would ensue in the presence of a tremendous over-supply. In facilitating just such automatic adjustments by the methods heretofore described, the Exchanges perform their splendid function in the grain trade.

To the producer, grain merchant, miller and ultimate consumer the system of buying and selling grain for future delivery is of inestimable value. It is an axiom of business that risk is a decided factor in trade and compensation for service varies in direct relation to the risk involved in any service. That the risk involved in the merchandizing of grain has been reduced to a minimum is demonstrated by the fact that the handling charges in the grain business are the lowest in any trade of similar extent and importance. The producer now has a continuous free and wide market for his crops at a reasonably stable price throughout the year. With an opportunity to sell his grain while growing in the field for future delivery he is thereby permitted to protect or "hedge" himself against any fall in the market price of his cash product before it is harvested. And for the reason that at harvest time the entire world's supply is not "dumped" upon the market but is gradually absorbed to fulfill contracts made many months in advance, the prices of grain fluctuate within a reasonably narrow radius and we do not experience that undesirable state of affairs as with other commodities where the price just after the harvest is below the cost of production and just before the succeeding harvest rises to a prohibitive figure.

The grain merchant through the machinery of future trading can undertake with safety the financing of these great crops. Ordinarily the grain merchant seeks his profits not from a fluctuation in the price of the grain itself, but from his ordinary commissions. If it were not possible for such a merchant to "hedge" his purchases as fast as he took in the grain, one of two things would occur, first, he would be forced to speculate against his will, or, secondly, his purchasing power would be curtailed with the result that the grain would "back up" upon the farms and the farmers would in turn be forced to carry the risk.

With the Miller: Today he receives an order to deliver in one year, 100,000 barrels of flour to some distant portion of the world at a certain price per barrel. The wheat for milling this flour is not yet grown. He is interested in two considerations, first, obtaining the wheat when he wants it, and secondly, at a price which will permit him a profit upon his contract. At today's price for delivery in six or nine months in the future, he sees his way to sign up such a contract. He accordingly "hedges" his milling profit in such a contract by buying for future delivery enough wheat to manufacture the flour. If at the time he delivers the flour, wheat has advanced in price, what he loses upon the wheat delivered in the form of flour, he "makes good" upon his contract of purchase. With the miller it was a simple insurance of profits. Without it, he would have been forced to speculate or forego making the contract.

The critics of the Exchanges when forced

from their ground by such illustrations as above admit that "hedging" is legitimate, but renew their attack against "speculation" pure and simple. If the buying and selling for future delivery does in fact operate as insurance, these critics would have us believe that those needing insurance were legitimate but the insurers were not. Of course if it were possible for the person who desired to "hedge" by buying for future delivery to wait until some person was found who was "hedging" by selling the same amount for future delivery, this criticism might be valid. This, however, is absurd to one acquainted with the grain business. The grain trade requires every moment in the day a continuous, open and quick market and the main wheel in such a market is the man in the "Pit," who, with keen judgment, ample resources and long experience is willing to risk his fortune upon his judgment by buying from the man who wants to sell a "hedge" and selling to the man who wants to buy a "hedge" at the market price. Surely such a man is a balance wheel to the market and a boon to the trade.

These critics strenuously contend that speculation is immoral and that the man who buys wheat because he thinks it is a good purchase or sells wheat because in his judgment the price is destined to fall is a parasite upon the community. Has it ever occurred to you that the very nature of the business causes speculation? The mammoth crops which of necessity fluctuate in price due to changes in weather, the interruption of trade because of wars, fires and other catastrophes and other social, industrial and political changes, all have their direct effect upon both the supply and demand for these products and consequently an effect upon their prices. And by necessity, in a business where there is such a risk involved, there has grown up a class of men who by experience, financial resources and temperament are fitted to assume such risks. If such a class were absent, this risk would have to be borne by those least able to bear it, the farmer, the miller and the grain merchants, and none can deny that the result would be far less satisfactory.

Progression in any field of human activity involves a more or less degree of risk and consequently those who bear such risks for the compensation involved are engaged in speculation. The speculation in grain is not the exception. It is the rule and the law of trade and commerce. The farmer who refuses to sell his crop today under the belief that he can get a higher price next week or next month is speculating. The contractor who agrees to build a great building costing several million dollars before he obtains his materials and labor and knows the price of the same is "selling short" his iron, stone, wood and labor. The coal man who contracts to deliver at today's price all the coal which a factory will need for the year to come likewise is speculating. And so throughout the whole realm of industry and commerce, speculation is everywhere present. It may be stopped, but with it will go that progress and enterprise which in all civilized nations cause the wheels of industry and commerce to turn.

The historic attempts to prevent speculation should teach us the fundamental truth in the statement of Justice Holmes of the U. S. Supreme Court that "The natural evolutions of a complex society are to be touched only with a cautious hand and that such coarse attempts at a remedy for the waste incident to every social function as a simple prohibition and laws to stop its being are harmful and vain."

The abolition of the Produce Exchanges and with them the wide, open competitive market for foodstuffs may eradicate some slight evils but would foist upon producers and consumers others infinitely worse. It is a sad but none the less actual fact that with the exception of potatoes and hay, which do not readily permit speculation, the only strictly agricultural products not in the control of a "Trust" are those dealt in upon our Exchanges. We all know what the abolition of the Tobacco Exchanges and the substitution of a single buyer did for the tobacco growers. Let us not repeat the performance in the case of grain. All acquainted with the business freely admit that the Exchanges, with their wide, competitive markets are the sole obstacle to the formation of a gigantic combination of grain buyers and elevators which would but repeat the oppression of both producer and consumer with which we are so well acquainted in other lines of trade.

A. E. Schuyler, assistant Board of Trade Weighmaster, Chicago, made a vigorous and well received address on

"Six Years of Car Leakage," from which we take the following:

Six Years of Leakage and What It Shows.

The crusade against the leaking car, so far as the weighing department of the Chicago Board of Trade was concerned was begun in 1898, when Mr. Foss addressed the Grain Dealers' National Ass'n on the subject. In those days, the grain door was the principal offender in the matter of leakage, and our efforts were directed accordingly. Now, however, the car box is causing us most of our leakage trouble.

I have here some leakage statistics covering a period of six years and four months, compiled from the records of the Chicago Board of Trade Weighing Department. An examination will show that the percentage of leakage to the total number of cars weighed and also that the percentage of leakage caused by weak, defective and improperly installed grain doors to the total leakage has been growing gratifyingly smaller.

The percentage of leakage to number of cars weighed during 1905—13.5%; 1906—17.3%; 1907—17.1%; 1908—14%; 1909—10.9%; 1910—12.3%; 1911, first four months, 9.4%.

The percentage of leakage caused by defects in car boxes to total leakage during 1905—58.5%; 1906—65.7%; 1907—63.1%; 1908—68.3%; 1909—67.4%; 1910—74.8%; 1911, four months, 77.6%.

The percentage of car box leaks caused by loose and defective sheathings at sides and ends of cars to total leakage at all points, grain door leaks included during 1905—38.7%; 1906—47.6%; 1907—43.6%; 1908—48.1%; 1909—48%; 1910—51.1%; 1911, first four months, 51.7%.

The percentage of car box leaks caused by loose and defective sheathings to the total number of car box leaks (grain door leaks not included) during 1905—66.3%; 1906—72.9%; 1907—69.1%; 1908—67.6%; 1909—66.5%; 1910—69.5%; 1911, four months, 66.6%.

The percentage of leakage due to weak, defective and improperly installed grain doors to total leakage during 1905—27.8%; 1906—23.3%; 1907—23.3%; 1908—18.9%; 1909—20.2%; 1910—16.3%; 1911, first four months, 13.8%.

The percentage of leakage caused by grain being higher in cars upon arrival at the unloading elevators than the grain doors to total leakage during 1905—13.7%; 1906—11%; 1907—13.6%; 1908—12.8%; 1909—12.4%; 1910—8.9%; 1911, four months, 8.6%.

This would indicate that the agitation for a better grain door, more intelligently applied, has borne more fruit than the agitation against the leaking car box. In the latter connection I would invite attention to the large percentage of leaks caused by loose and defective sheathings to the total number of car box leaks.

These figures clearly indicate that the sheathings cause most of our car box leaks. Whether intended or not, the sheathings are depended upon in a very large measure to hold the grain intact in cars. But in this respect they have been a decided failure.

In addressing the Railroad Car Foremen's Ass'n of Chicago recently, I told them that if cars were constructed so that the sheathings would play no part in keeping the grain intact in cars, the grain leakage problem would cease to be the source of shortage claims, loss and contention that it is; that inasmuch as it is the grain running behind the linings that makes sheathing leaks possible, a grain tight lining would make grain tight sheathings unnecessary. That if the linings in cars could be made grain tight, it would make no difference whether or not the sheathings were loose, or bulged, or broken. The opinion seemed to prevail among the railroad men present, however, that conditions controlling the handling of freight other than grain, would make a grain tight lining impracticable. Be that as it may, I would like to see the plan tried out. In this connection, one road has expressed a willingness to experiment along that line.

A grain tight lining, as installed in a car by another railroad is illustrated herewith. The original lining of this car was replaced with a heavy durable tongue and groove lining, extending from the upper belt rails to the floor. The lining at the floor is made grain tight by a strip of galvanized angle-iron, which is let into the edge of the lowest lining board; a groove being sawed lengthwise in the edge of the lining board for the purpose. The iron overlaps the floor about two inches, and is nailed to the floor. This angle-iron serves a double purpose, for it not only makes the linings grain tight at the floor, but it also covers any

crevices there may be on account of short flooring boards.

Now the belt rails are made grain tight by calking the crevices and opening around the posts, body braces and body brace rods with oakum. This oakum, in turn, is secured against any possible dislodgment by covering the entire belt rail with galvanized sheet iron, which is closely fitted and securely nailed to the belt rails, posts and body braces, and laps over the lining. A strip of angle-iron is also used in each of the four corners of the car to make the junction of the end and side linings tight. The crevices in the flooring boards, too, due to the drying out of the lumber are also calked.

In addition to the grain tight lining, this car is equipped with a patent combination car and grain door. The car as it stands, with combination doors and grain tight linings, looks like a leak-proof car to me, and I am looking forward with a great deal of interest to a series of tests which we expect to make with the car.

Preparing cars for grain: At a recent meeting of the weighing department of the Chicago Board of Trade, called to discuss leakage, and which was also attended by about sixty or seventy railroad officials, Deputy Berounsky, of our department, said:

"In preparing cars for small grains, such as wheat and rye, every precaution must be taken if you would avoid leakage. The cooper's aim should be to prevent grain from lodging between the car linings and the outside sheathing. It is the grain that runs behind the linings of cars that makes sheathing leaks possible."

Deputy Barounsky then advised the use of oakum to stop up the cracks and crevices at the upper belt rails where the body braces and brace rods pass through.

Burlap can be used to prevent leakage through the crevices or openings at the lower belt rails as follows: Cut a strip of burlap about ten inches wide to cover the entire openings at the belt rails. Use lath or any strip of wood to fasten the burlap, allowing the burlap to hang loose. When installing burlap at the bottom of the lining, it should be about twenty inches

wide, and should be allowed to overlap the floor from eight to ten inches. This will answer two purposes: First, it will prevent leakage which might be caused by loose and defective sheathings; and it will also prevent leakage due to short flooring boards; and short flooring boards is a cause of frequent loss.

The ends should receive special attention, for in my opinion this is the weakest point of a car from a leakage view.

I have made repeated reference to grain lodging behind the linings of cars as making sheathing leaks possible. I want to add that it is the grain that lodges in lining pockets that causes vandals to damage car linings. Grain behind the linings attracts car sweepers and other undesirables to railroad yards. These after sweepers do most of the grain stealing in railroad yards. If we could eliminate these sweepers, we would eliminate the grain thief, as well as the buyer of the stolen grain. With this in mind, we caused to be introduced in the City Council of Chicago an Ordinance making it a misdemeanor for an outsider to sweep cars. This Ordinance was referred to the Judiciary Committee before which body Mr. Foss and I had the privilege of appearing in the interests of our measure, but we were unceremoniously turned down. One of the primary objections of the committee to the measure was that it interfered with the constituents of some of the Aldermen on that committee. Later we endeavored to have a state law enacted that would prohibit after-sweeping by trespassers, and altho the measure had the endorsement of the Illinois Grain Dealers' Ass'n and altho we worked hard for the passage of the bill, we were unsuccessful. Like the Chicago City Council, the measure was defeated for the reason that it interfered with the constituents of some of the members of the House of Representatives, who were free to admit that these constituents procured their spending money through the after-sweeping practices which our bill would have prohibited. We do not feel discouraged, however, and we shall make another attempt to have a suitable anti-sweeping law enacted when the Illinois Legislature meets again in regular session.



Grain Tight Car, and Lining of Oakum and Galvanized Iron.

Cost of Operating a Country Elevator.

B. C. Hemphill: I figure my investment in one elevator as \$5,000 and cash to handle grain \$3,000, the interest on which at 6% is \$480. Insurance is \$175; labor, man at \$50, myself at \$75, \$1,500; gasoline, \$90; telephone and telegraf, \$20; taxes, \$125; wear and repair, \$100; off grades, 15 cars of 24,847 bus., most of which were discounted $\frac{1}{2}$ ct. but 6 cars were corn, one of these discounted 6c, \$100. The average shipments for 5 years have been 82,000 bus. This at 3 cents will make \$2,460, so at 3 cents a bushel the elevator does not quite make expenses, shortage not figured.

W. E. Reed read a paper on the same subject, from which we take the following:

The Cost of Operating a Country Elevator.

The cost of operating a country elevator must necessarily depend to a very great extent upon local conditions and the methods of the man who runs it. As applied to our state, however, there should be but little variation, accept from method alone.

What experience I have had in the grain business has been under comparatively normal conditions, and the volume of business transacted so near the general average, that possibly the results obtained may shed some light on the subject.

To begin with I have an elevator capacity of about 25,000 bus., the house being equipped with a 6 h. p. gas engine, automatic scales, and the usual small conveniences, an average sized territory from which to draw trade, fair competition at home. The business includes a coal and feed department, but in computing operating expenses I have made allowance for the side lines, and the figures that I will present will pertain to the grain business exclusively.

Assuming charge of the station on May 1st of last year I will confine my report to the following 12 months. Starting with but 700 bushels of grain in the house, I find that I handled 214,201 bus. grain at a cost of \$1,558.20, or .75 of a cent per bushel.

In determining the above totals, I charged the expense account with \$560 interest on an \$8,000 investment in property and capital.

\$320 is charged against labor, one man being employed throughout the year at a monthly wage of \$40, but an allowance of one-fourth being made for the time employed in the other departments.

Insurance and taxes amounted to \$124.30. While it is contended by good authority that the depreciation of property will amount to not less than 8 to 10 per cent annually, I feel convinced that 6 per cent is sufficient to provide for the renewal of any well constructed house if properly looked after, making this item chargeable at \$300.

Shortage of weights comes in for a share of \$98.40, which was determined finally by the measurement of the grain remaining in a 4,000 bushel bin at the end of the year. The balance of the afore-mentioned totals are accounted for by the following items: Gasoline, exchange, small repairs, telegraph, telephone, stationery, books, postage, interest on drafts, dockage, fuel, etc.

No allowance has been made for personal services rendered to the business, but assuming that my services were up to the usual standard of efficiency, and that the time spent in the management of the business is properly chargeable to operating expenses, to make an allowance equal to the above totals, would in my opinion constitute a fair adjustment, tho' raising the cost to 1 $\frac{1}{2}$ cents per bushel.

This during a season of average crops, a plentiful car supply and more-or-less free selling of grain by the farmers. Reverse the conditions and you change the story.

S. J. Clausen: I go on the plan to engage in some other business as a side line. You can handle other lines, such as coal. At my place there were 5 buyers now I am alone. It would be foolish to buy an elevator handling only 30,000 to 40,000 bus. of grain.

E. A. Bowles: I worked for a farmers company at Wellsburg for a year and 7 months. In one year we handled 230,000 bus. That house was run at very

small expense so far as wages was concerned because I did all the work. Figuring all expenses and incidentals it cost \$2,500 to run that house for a year. While I did not figure anything on shortages or misgrades, the average grain man fails to figure a salary for himself. Every grain man who handles 200,000 bus. ought to figure a cent for expenses.

Moisture Test at Country Elevators.

M. McFarlin: One thing essential is to educate the farmer. We have got to extend the moisture test to him. If you do not test the farmer's corn you are going to get left. We should teach the farmer to grow a small cob corn that will mature into sound corn. It is essential to buy the corn by the moisture test.

If we would hold shelled corn we should test to see if dry enough.

For export we have to have drier corn. Last fall we found export markets did not want corn over 17% moisture. No. 3 corn must contain not over 19%.

This meeting should adopt a resolution that the moisture test should not be the determining factor in the grades of No. 3 or No. 2 corn. The big markets can afford to be easier on that.

We made three tests of the shrinkage of corn in drying Apr. 5. We weighed and dried 63,950 lbs. from 21 to 18 $\frac{1}{2}$ per cent moisture; but when reweighed it showed a loss of 6 per cent in weight. This is a problem in mathematics we can not understand. This is an argument why the buyer in the central market must take the discount and a reason you should use the test.

J. W. Radford: In the last 2 or 3 years we have had nothing but moisture tests from our Illinois friends. All the corn is sold out of central markets on the moisture tests. The use of the tester was brot on by the U. S. Dept. of Agriculture, which found that exported corn went out of condition when containing much moisture. In many cases the agricultural colleges have been working for a larger ear of corn.

The dealer is supposed to buy corn for what it is; but in every community you find a dealer who is willing to pay No. 2 price for No. 3 grain. Mr. Hubbard, speaking at the meeting of Illinois dealers, said the test enabled him to determine what to do with corn, whether to crib or to ship and to what market.

Illinois dealers have been putting in the Duvel test. At Dwight the dealers have had the druggist put in a tester and test the corn.

The government weighs the sample before testing. If a grain dealer will apply a comparison between test weight and moisture test he will see that corn testing low weight per bu. carries a high percent of moisture. It behooves every country dealer to investigate the moisture test and put moisture testing machines into his business.

In Illinois many dealers are now selling corn for December delivery. When December comes and the corn carries a lot of moisture they object to the moisture test, when it is the fault of the buyer.

Just so long as the dealer will pay the farmer No. 3 price for No. 4 corn will the farmer keep selling you water.

Mr. McFarlin: We tested many cars last winter, making 2 tests on the same sample and found a variation of $\frac{1}{2}$ of

one per cent or as much as 1%. We found by comparison we came within $\frac{1}{4}$ of one per cent of the Chicago test.

J. A. Tiedeman: What fee did the druggist at Dwight charge?

J. W. Radford: Five cents per test.

J. A. Tiedeman: If we could have the dealers put in a tester with the druggist it would be a good thing, on the basis that if we buy we pay the fee, and if the farmer does not sell he pays the fee. We would be willing to pay more than 5 cents per test for such an impartial outside test, altho' we have testers of our own.

J. W. Radford: I think the dealer should watch the loads closely.

J. A. King, chairman of the committee on resolutions, read the following, all of which were adopted:

Resolutions Adopted.

Moisture Test.

WHEREAS: It is unjust to the country dealer to buy corn for a higher grade than it really is and then have to sell it on the correct grading in the terminal market. It is fair and right that the farmer should be paid the price for his corn on its real grade, therefore,

RESOLVED, that we believe it is to the interest of country dealers to be in position to determine definitely the per cent of moisture in the corn they buy, and we recommend that the moisture test be used by them.

Time of Annual Meeting.

WHEREAS: Experience seems to indicate that it may be for the good of this Ass'n that its meetings be held at such time as was the custom before the organization of the Insurance Ass'n; therefore,

RESOLVED: That the time for the Annual Meetings of this Ass'n be now changed from July to such date in April of each year, as the Executive Committee may determine.

Claims for Losses in Transit.

WHEREAS: There was a large list of losses to shippers of grain from Iowa in the winter of 1909-1910 because of delay in transit for which many claims were filed against each of the several railroads, and

WHEREAS: The shippers are entitled to a reasonable settlement for actual losses and should not be expected to accept less and

WHEREAS: The settlements proposed by the Chicago, Milwaukee & St. Paul Ry. are not reasonable, therefore,

RESOLVED: That a Committee of three be appointed from the members of this Ass'n to make a careful investigation of the matter, of unsettled claims against the C. M. & St. P. Railway for the purpose of determining what may seem to be the proper course to pursue to obtain such reasonable settlement of these claims, with a view to legal enforcement of the rights of these shippers, if that shall be necessary in order to obtain what is justly due them.

Scale Inspection.

WHEREAS: The conduct of the Scale Inspection Department causes a large amount of work in the office of the Secretary and the expenditure of a considerable sum of money; therefore be it

RESOLVED: That the members of this Ass'n are urged to report promptly to the Secretary in reply to any request sent them concerning scale inspection; to have their scales tested whenever the inspector gives such opportunity, to use special effort to induce others who are not Ass'n members, to have their scale inspected and thereby reduce the cost of the work done for themselves and protect themselves against erroneous scales at their station. That all members should co-operate with the Secretary so far as possible in these matters and so lessen the cost to themselves and the labor to be performed by the Secretary.

Leases for Elevator Sites.

WHEREAS: The form of lease for elevator sites on railroad grounds, that has been adopted by the several roads in Iowa, contains provisions, releasing the railroads from liability of damage from whatever cause even tho' such loss is caused by the railroads in ways that could be avoided; such form of lease also prescribes and limits the rights of elevator owners to such an extent that their rights and privileges are in fact obliterated or at least intended to be, and

WHEREAS: The operation of grain elevators along railway lines is in part for the railroad wherever situated, and is in fact necessary to the railroad for the prompt

and economical handling of shipments of grain by them; therefore,

RESOLVED, that we demand of each of the several railroads in Iowa, a more reasonable and equitable form of lease for elevator sites and further,

RESOLVED, that if such request is not granted by the railroads, this Ass'n will use its influence toward the enactment of such Laws as will protect the rights of grain shippers in these respects.

Local Meetings.

RESOLVED, That we believe local meetings of the members at convenient places over the State, for the discussion of such questions and the consideration of such business as is usually given attention at the Annual Meetings, will result in benefit to the members and the Ass'n; therefore,

RESOLVED, That the Secretary is hereby requested to arrange for and hold, when he can conveniently do so, such local meetings at central and principal points like Cedar Rapids, Waterloo, Fort Dodge, Sioux City, Council Bluffs, Burlington, Oskaloosa, Des Moines and such other places as he may consider necessary and profitable; such meetings to be for the consideration and discussion of the questions of general interest to the members.

More Compensation for Coopering Cars.

Whereas: The tariffs of the various railroads allow the sum of two dollars as compensation and labor in coopering and furnishing grain doors for cars loaded with grain, and

Whereas, such amount is wholly inadequate to pay for proper material for such purpose, therefore,

Resolved, that we insist that the railroads increase such tariff allowance to an amount sufficient to cover the actual cost of such material and labor, and if they do not, then the matter should be referred to the Interstate Commerce Commission.

Ask Compulsory Arbitration.

Whereas: Arbitration is becoming the universal methods of settling disputes, and the rules of this Ass'n compel its members to arbitrate differences, and

Whereas cases have arisen in which dealers in terminal markets have refused to arbitrate with the members of the Ass'n, therefore,

Resolved, That in fairness and justice we urge that the various exchanges compel their members to refer for arbitration any dispute or difference between their membership and ours.

A Better B/L Wanted.

Whereas: There is a divergence of opinion concerning the form of Bills of Lading, and as we believe there is a want of care on the part of many shippers in making out and executing the Bills of Lading on the forms provided, and

Whereas: Bills of Lading are the basis of credit for large sums of money, therefore,

Resolved, that we favor a uniform form of Bill of Lading that will reasonably protect alike the interests of the shipper, the banker and the Railroad, and we urge upon the grain dealers the necessity of using all possible care in the filling out and execution of each and every Bill of Lading in order to thus better protect their legal rights in case of dispute.

Teach Agriculture in Public Schools.

Whereas: Some of the best authorities and educators are advocating that agriculture be taught in the Public Schools as a means of checking the tendency of the younger people on the farms to drift into the cities, and believing that a broader and better understanding of the Science of Agriculture will have such effect, therefore,

Resolved, that we endorse the movement toward the teaching of agriculture in the public schools of the state and command the subject to the school authorities as one worthy of their best thought and consideration.

Team Track Weights at St. Louis.

Whereas: The City of St. Louis has through its Municipal Assembly amended its Ordinance in such a manner as to make it possible to reduce the weighing fee of Hay and Grain arriving in its market.

Whereas: A certain firm of private weighers operating under special ordinances in the City of St. Louis and having a practical monopoly of the weighing of Hay and Grain refuse to comply with the spirit and intent of the amended ordinance to the detriment of the St. Louis market and shippers.

Whereas: This Team Track business being a large factor in the commerce of St. Louis the Merchants Exchange is desirous that shippers get a weighing fee as low as possible and at the same time insure high standard of weights. As a guarantee of good faith it has appropriated funds to install and operate wagon scales under the supervision of its department of weights.

Resolved: That in view of the foregoing facts relative to Team Track weighing con-

ditions at St. Louis that we the members of the Western Grain Dealers Ass'n in Convention do hereby firmly express our disapproval of the arbitrary and unfair position of this private weighing firm who have a monopoly of team track weighing.

Resolved: That we urgently request the Railroads entering St. Louis to co-operate with the Merchants Exchange in establishing weighing facilities with a view of reducing the weighing fee and elevating the standard by systematizing the weighing and bringing about a condition which will increase the confidence of the shippers to the St. Louis market.

J. A. Tiedeman, chairman of the committee on nominations, reported the following officers which were unanimously elected:

Officers: Pres., I. L. Patton of Newton; vice pres., E. A. Fields of Sioux City; directors, P. J. Harvey of Gowrie; H. W. VanDyke of Winfield; E. L. Erickson of Story City; D. O. Walsworth of Greenfield, and A. W. Randall of Conrad.

Adjourned sine die.

CONVENTION NOTES.

From Peoria: A. L. Cox;

From Nebraska: Geo. B. Bissell, of Central City.

E. J. Skewis and T. A. Bryant represented Minneapolis.

E. G. Cool of Mason City represented P. H. Schiffelin & Co., of Chicago.

W. W. Sylvester of Ft. Dodge, Ia., represented B. S. Wilson & Co., of Chicago.

From St. Louis: John Dower, supervisor Department of Weights, Merchants Exchange.

The Ass'n entertained at dinner Wednesday evening, Geo. A. Wells, J. A. Tiedeman, J. A. King, M. McFarlin, O. P. Beale, F. A. Axen, S. J. Clausen, E. J. Skewis, John Dower, J. W. Radford, A. E. Schuyler, J. A. Schmitz and C. A. Legg.

The Chicago delegation included W. M. Christie, rep. J. H. Dole & Co.; H. R. Beatty of ReQua Bros.; C. E. Timberlake of B. S. Wilson & Co.; C. W. Austin, trav. frt. agt., Erie Railroad; J. W. Radford; A. E. Schuyler, assistant Board of Trade Weighmaster; J. A. Schmitz, scale expert; and Chester Arthur Legg, attorney, Chicago Board of Trade.

At a meeting of the Western Grain Dealers Mutual Fire Ins. Co., July 11, J. A. Tiedeman of Sioux City was elected vice-pres. to succeed Lee Lockwood. The other officers were re-elected: J. A. King of Nevada, pres., Geo. A. Wells, sec'y, M. E. DeWolf of Spencer, treas. The insurance in force is \$1,183,818, an increase of \$89,421 over a year ago.

Iowa grain dealers in attendance were:

P. A. Axen, Galt; Chas. Belz, Conrad; W. G. Bair, Malcom; J. E. Bosserman, Murray; E. A. Bowles, Wellsburg; O. P. Beale and N. S. Beale, Tama; A. Brackney and Floyd Brackney, Clemons Grove; Chas. Craig, Mitchellville; S. J. Clausen, Clear Lake; Jesse Copeland, Waukeee; L. E. Dolder, Pioneer; C. A. Etnire, Berkelley.

E. A. Fields, Sioux City; R. A. Frazier, Nevada; P. R. Frazier, Manson; M. F. Green, Marengo; F. C. Harvey, Grand Junction; W. D. Haymond, Minburn; B. C. Hemphill, Dexter; J. K. Johnson, Kanawah; J. A. King, Nevada; C. L. Knox, Casey; C. K. Liquin, Cedar Rapids; A. Larson, Ft. Dodge.

Harry McComb, De Soto; Geo. Moulton, Fonda; E. W. Miller, Guthrie Center; L. A. Mahannah, Keswick; A. A. Moore, Kanawah; O. K. Morrison, South English; D. J. Peters, Wellsburg; Max M. Patton, Runnels.

A. W. Randall, Conrad; W. E. Reed, West Bend; John Reidy, Winthrop; A. Reynolds, Ellsworth; G. A. Snyder, Shandon City; H. I. Shoeman, Waukeee; S. E. Squires, Bondurant; P. P. Schowalter, Wayland; J. A. Tiedeman, Sioux City; C. F. Wittman, Pioneer; W. A. Wilkin, Albia; Harlie Yost, Libertyville.

F. H. PEAVEY & CO. HIT.

F. H. Peavey & Co., of Minneapolis, holding 4,830 shares of the 5,000 in the Peavey Grain Co., Chicago, became financially embarrassed on the announcement July 10 of the heavy losses sustained by the latter in speculation.

F. H. Peavey & Co., the central holding company of the sixteen Peavey concerns, had outstanding over \$2,000,000 of commercial paper falling due Aug. 1. Unable to negotiate new loans the company on July 14 transferred all its assets to the Minneapolis Trust Co., an arrangement that will permit the subsidiary companies to continue operation. The assets consist of \$4,750,000 in stocks of subsidiary companies, steamboat lines and other interests and will be held, sold or distributed by a committee of creditors, of which F. O. Wetmore, of Chicago, is chairman.

F. H. Peavey, the originator of the business, died several years ago. His son, George Peavey, retired, and those active in the company are two sons-in-law, Frank T. Heffelfinger, pres., and Frederick B. Wells, vice-pres. of F. H. Peavey & Co. At one time the Peavey companies operated a greater number of country elevators and possessed more country and terminal grain storage capacity than any single interest in any country. Among the more important subsidiary companies are Peavey Duluth Terminal, Interior Elevator Co., Monarch Elevator Co., Republic Elevator Co., Omaha Eltr. Co., and Midland Eltr. Co.

The Chicago office was the center of the Peavey speculative business, executing orders for customers for future delivery of grain. Its late manager, James Pettit, was authorized to negotiate loans, and the unsecured paper of the Peavey Grain Co. had been taken by banks to the amount of \$720,000.

The speculative losses of the Peavey Grain Co. are said to aggregate \$1,200,000; and the speculative accounts were carried on the books of the company under Nos. 1, 2, 3 and 4. Mr. Pettit was presumed to have possession of the key disclosing the names of the principals responsible for each of these accounts, and was able to convince the firm of public accountants which made periodic audits of the books that these were good accounts. It has been taken for granted by those concerned that these numbered accounts were but a device of Mr. Pettit to conceal his own speculations. At the time of his death by drowning July 8, the Peavey Grain Co. had trades in 12,000,000 bus. of grain outstanding. A considerable spreading business in futures between Chicago, Minneapolis and St. Louis was done by the company, either for its own account or for Mr. Pettit or customers.

Vice Pres. F. B. Wells says: On Saturday afternoon, July 8, following the death of Mr. James Pettit, a representative of F. H. Peavey & Co., who had been sent to Chicago to assist in the offices of the Peavey Grain Co. during Mr. Pettit's illness, discovered that certain unauthorized and concealed speculations had been going on in the business, which, subsequent investigation proves, will result in a shortage of approximately \$1,000,000.

Mr. Pettit, general manager of the business, apparently had in no way profited by these speculations, and they were carried on absolutely contrary to the instructions of, and without the knowledge of, F. H. Peavey & Co., and in direct violation of the well-known policy of the Peavey interests.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The Updike Grain Co. has leased the corn meal mill formerly operated by the T. H. Bunch Co. and will put it in operation in charge of Mr. Munn, formerly sales mgr. for T. H. Bunch but with the Updike Grain Co. for the last year.

Little Rock, Ark.—The Darragh Warehouse Co. has let the contract to Kaucher, Hodges & Co. for a 20,000-bu. storage and cleaning eltr., 24x24 ft., to cost \$15,000, construction to begin immediately. Equipment will include two Richardson Automatic Scales, a chop mill, a grain cleaner, a car puller and two shovels and two eltr. legs.

Little Rock, Ark.—The grain committee of the Board of Trade met July 14 and considered a motion passed, instructing the sec'y of the Board to write Pres. B. F. Bush of the Mo. Pac. and Iron Mt. railroads and ascertain whether the Iron Mt. had leased the eltr. and mill owned by that road in Argenta or had advertised it for lease. Two years ago the Brooks-Rauch M. & Eltr. Co. obtained a judgment against the St. L., Iron Mt. & Sou. R. R. Co., in which the railroad company was ordered to desist for two years from furnishing to any one the plant known as the Bunch Eltr. This time will soon expire and reliable information credits the R. R. Co. with leasing the plant to the Munn Comproduct Co., which, it is alleged, will force Little Rock grain dealers, who have money invested in their own plants, to bring suit to compel the R. R. Co. to cancel the lease, based on a precedent established by the Supreme Court of the United States about six months ago in the case of the Sou. Pac. R. R. Co. and Young of Galveston, Tex., vs. the Interstate Commerce Commission, in which the Supreme Court held that a railroad company can not give certain rental privileges to one party in discrimination against another.

CALIFORNIA.

Los Angeles, Cal.—John F. Wilson, mgr. of the California Hay & Grain Co., was recently arraigned in the U. S. District Court on an indictment charging him with using the mails to defraud.

CANADA.

Brownlee, Sask.—The Warner Grain Co. has been incorporated.

Portage La Prairie, Man.—E. Meelands is building an addition to his eltr.

Saskatoon, Sask.—James P. Jansen, head of the Saskatchewan Eltr. Co., died recently following a serious operation.

Brandon, Man.—The Maple Leaf Mfg. Co. has started construction on a 125,000-bu. eltr. 125 ft. high, to replace that burned some weeks ago.

Winnipeg, Man.—The Sovereign Grain Co., that had offices in Regina, Moose Jaw, Calgary and this city, has suspended. The principal shareholders are H. S. Patterson and H. D. Metcalfe.

Winnipeg, Man.—E. W. Hanna, of this city but formerly of Brandon, C. H. Montagne and W. F. Peacock of Brandon, F. J. G. McArthur and E. W. Turner of Winnipeg compose the recently incorporated Phoenix Grain Co.

Winnipeg, Man.—We are indebted to C. N. Bell, sec'y of the Winnipeg Grain Exchange, for the second annual report of the Exchange, containing statistics, reports and other matter of value to grain dealers, including a list of names and addresses of members of the exchange.

Welwyn, Sask.—The Farmers Eltr. Co. will add 6 ft. to the crib work of its eltr., lengthen the two legs, subdivide four bins, paint the building and overhaul the machinery to put the plant in good working order by Aug. 25.

Ottawa, Ont.—Early consideration of the bill to amend the Manitoba grain act is promised at the adjourned session of the Dominion house of commons. The opposition is considering introducing a provision that will provide for the purchase of all terminal eltrs. at Fort William and Port Arthur.

Winnipeg, Man.—Some fifty of the new government grain eltrs. are to be ready to handle this season's crop. Only one of the remodeled eltrs. will be used at each point. They afford superior grain handling facilities, being equipped with up-to-date machinery, including grain cleaners, have increased motive power and more bins.

Winnipeg, Man.—The Pacific Grain Co. is closing out its business in this city and in the West. A month ago some trouble in its Calgary office was settled. Recently Bruce Campbell, Winnipeg mgr., left this city and trouble is reported in accounts. All stockholders are Winnipeg men and promise no loss to customers.

Winnipeg, Man.—To acknowledge a quarter of a century of continued service the Winnipeg Grain Exchange recently present Sec'y C. N. Bell with a cabinet of 130 pieces of silver each bearing his monogram. He is also sec'y of the Board of Trade and is credited with holding that position longer than any other board of trade sec'y in Canada.

Moose Jaw, Sask.—At the first annual meeting of the Saskatchewan Farmers Eltr. Co., held here recently, J. A. Maharg was elected pres.; George Langley, vice pres., and C. A. Dunning, sec'y-treas. Reports were received from 42 local ass'n. Eltrs. will be hurried to completion at various points to be ready for this season's crop and it was decided to operate all eltrs. from a central executive.

Montreal, Que.—The Harbor Commissioners have asked for an injunction to restrain the Grand Trunk Ry. Co. from erecting grain bins on Windmill Point where it has started construction without permission, the commissioners allege, as the site will be needed for entrances to the canal under the harbor improvement scheme. The G. T. Ry. Co. claims that its lease gives it the right to erect these bins and that, as no definite time has been stated for the improvements, it would be unfair to stop the work.

COLORADO.

Fowler, Colo.—I have resigned as mgr. of the eltr. of the Benedict-Blanchard Co. at Trenton, Neb., to locate here and handle grain and alfalfa hay.—C. M. Blanchard.

Denver, Colo.—Bill 183 which passed the Colorado Assembly and is now a law, provides protection to farmers, merchants and others who supply material used in the construction of railroads, irrigating canals and reservoirs by giving them a lien on the completed work for the material supplied. The law also compels railroads and others to take bonds in good surety companies from contractors that they will pay all bills for expenses and materials. It is simply applying the lien law to this character of work to protect dealers and farmers. It is copied after the Wyoming law, but has been broadened to take in irrigating enterprises. I think it will work well and will put irresponsible people on a sure basis.—H. H. Seldomridge, Colorado Springs, Colo.

Denver, Colo., D. F. Lemasters, head of the Lemasters Brokerage Co. of this city, was found guilty by the jury in district court, June 16, on the charge of embezzlement of \$3,700. He is alleged to have victimized several Kansas millers last season while handling their products in this market.

IDAHO.

Curry sta., Filer p. o., Ida.—The Utah-Idaho Eltr. Co. has just completed a warehouse, 36x40 ft., with galvanized iron sides and asbestos roofing, at this point, one of the best buying stations.—I. S. Lambing, mgr. U.-I. Eltr. Co., Filer, Ida.

Payette, Ida.—The T. & K. Mfg. Co. has taken over the business of the Ricker-Gheen Commission Co. of Weiser, Ida., and will have its main offices here. This action combines two of the largest grain and milling companies in the state. The management will remain the same. The T. & K. Mfg. Co. has warehouses on the P. & I. road.

ILLINOIS.

Cherry, Ill.—The Neola Eltr. Co. is having an addition built.

Plymouth, Ill.—Enos Campbell has started a grain and seed business.

West Brooklyn, Ill.—The W. B. Farmers Eltr. Co. will install a track scale.

Osman, Ill.—The new office building is almost completed for George A. De Long.

Pontiac, Ill.—The Beach-Wickham Grain Co. has opened an office in charge of W. A. Worth.

Newman, Ill.—Bankert & Son will build an addition to their eltr. for storage, to cost \$2,000.

Jerseyville, Ill.—Groppel & Schneider have put in operation the eltr. built by O. P. Hiett & Co.

Freeport, Ill.—We will install a car loader in our eltr.—B. P. Hill, Pres. B. P. Hill Grain Co.

Camp Grove, Ill.—The new eltr. has been completed for W. W. Dewey & Sons by O. P. Hiett & Co.

LeRoy, Ill.—Creditors of the Clarke-Grain Co. now have some prospect of getting 60% of their claims.

Cairo, Ill.—The Halliday Mfg. Co. is overhauling its plant and installing new machinery.—J. B. Magee.

Charleston, Ill.—Thomas O. Grant has bot an interest in the eltr. now under construction for Whalen Bros.

Clarence, Ill.—Sherman Fredericks will remodel his eltr. and has bot the machinery of Fred Friedline & Co.

Stillwell, Ill.—Thomas Corbin & Co. of West Point, Ill., have bot the grain business here of William Crear.

Flanagan, Ill.—The Farmers Grain & Coal Co. is having its eltr. repaired and is putting in new legs.—Locke Bros.

Grand Chain, Ill.—A fire that started in the mill recently destroyed the grain warehouse of J. W. Bartleson; loss, \$15,000.

Dry Grove sta., Danvers p. o., Ill.—The Dry Grove Farmers Eltr. Co. has put into operation its new eltr. built by O. P. Hiett & Co.

Kane, Ill.—E. C. Cockrell has had his eltr. repaired by O. P. Hiett & Co., a new cupola put on and a 1,500-bu. automatic scale installed.

Cairo, Ill.—The Cairo Eltr., owned by the I. C. R. R., is now idle. The Armour-Grain Co. has cancelled its lease of the house.—J. B. Magee.

Pana, Ill.—The eltr. of George F. Barrett burned July 23 with 1,500 bus. of wheat and some corn and hay; loss, \$10,000; insurance, \$6,500.

East St. Louis, Ill.—The C. H. Albers-Commission Co. bot the Belt Eltr. July 14, operated by the Pendleton Grain Co. until its lease expired last month. It is a 200,000-bu. house built at a cost of \$40,000, contained 100,000 bus. of grain when purchased.

Cairo, Ill.—Demand for corn and oats from the southeast and southwest is exceedingly good, due to drouth conditions. This demand should continue all season.—J. B. Magee.

Joliet, Ill.—The foundation has been laid on the farm of Nick Yunker for a 2-story granary, 28x40 ft., to be equipped with dumps and eltrs. and operated by a gas-line engine.

Amboy, Ill.—The Neola Eltr. Co. is having its eltrs. remodeled or repaired by the Burrell Eng. & Construction Co. here and at Harmon, Mendota, and Stone sta., Rock Falls p. o., Ill.

Saybrook, Ill.—James Null is handling grain thru his eltr. for the Farmers Grain & Coal Co. while its new building is under construction to replace that burned June 30.

Chandlerville, Ill.—Farmers are endeavoring to organize an eltr. company. L. E. Plaster, J. H. Baxter, Henry Schaad, Henry Samuels and William Kirchner are actively interested.

Greenview, Ill.—The Chi. & N. W. R. R. Co. has purchased 16 acres about four miles east of this place, on which to establish an eltr., stock yards and siding and start a town there.

Mazon, Ill.—The Mazon Farmers Eltr. Co. incorporated to do a general eltr., coal and lumber business; capital stock, \$15,000; incorporators, Joseph F. and I. N. Misener and W. T. Davies.

Centralia, Ill.—The Glenridge Mercantile Co., incorporated to deal in general merchandise, grain, hay and feed; capital stock, \$10,000; incorporators, E. E. Fyke, G. E. Eis and Frank F. Noleman.

Normal, Ill.—Humphrey Bros. have bot the eltr. formerly owned by the late R. H. McCracken and now operated by C. O. Swift, to take possession next January when the lease of the C. O. Swift Co. expires.

Arcola, Ill.—The Thomas Lyons Co., incorporated to conduct a broomcorn and broom supply business; capital stock, \$10,000; incorporators, Thomas Lyons, W. K. Donnell, Thomas F. Monahan and George J. Lins.

Peoria, Ill.—Prices have been higher for corn here than in other markets. Receipts will be lighter until after threshing. New oats are coming better than expected. Corn looks now as fine as I ever saw it.—F. W. Arnold.

Ridgeway, Ill.—The property of the Ridgeway Eltr. Co. has been sold to Joseph Devous of this place and the Gale Bros. Co. of Cincinnati, O., who will take down the old eltr. next spring and build an up-to-date plant.

Cairo, Ill.—A 10-year-old son of Ira Hastings, pres. of Hastings & Co., was so badly burned in a gasoline explosion July 11, that he died next day. The accident occurred at home while the automobile tank was being filled.

Fithian, Ill.—C. B. De Long is having a 10,000-bu. cribbed eltr. built on the Ill. Traction System by O. P. Hiett & Co. Equipment will include a 10-h. p. electric motor, Western Cleaner and a 1,500-bu. Richardson Automatic Scale.

Oisman, Ill.—Frank Albin, who formerly managed the eltr. here for the Howard Grain, Merc. & Eltr. Co., has been appointed general mgr. for the company with headquarters at Lotus, Ill., and I have succeeded him here.—W. A. Cody.

Chatsworth, Ill.—Sebastian Glabe of Germanville, and H. J. Glabe of this place, have bot the grain and coal business of John Q. Puffer, his eltr. on the T. P. & W. and office of cement blocks; possession was given July 15. Mr. Puffer has been in business here ten years.

Springfield, Ill.—The Illinois State Fire Marshal's department began practical work July 1 with 16 deputies. D. B. Sharp, attorney for the fire marshal's department of Ohio, has spent the month here conducting a school of instruction for the field men and before July 10 investigations of 12 alleged incendiary fires were under way.

Kankakee, Ill.—I have succeeded P. H. Elcan as mgr. of the eltr. of the Bartlett, Frazier Co., called the Kankakee Eltr., formerly known as the I. I. & I. Eltr.; its name was changed July 1. I entered the company's employ last December as traveling auditor.—Selsor Orr.

Bloomington, Ill.—The Central M. & Eltr. Co. has had its plant remodeled and equipped with Constant Safety Ball Bearing Manlift. Its 20,000-bu. ironclad eltr. of cribbed construction stands on concrete foundation. O. P. Hiett & Co. had the contract.

Tremont, Ill.—The recently organized Tremont Mutual Grain Co. has purchased the eltr. of E. L. Moschel and will overhaul it immediately to put it in first-class condition. John Papenhausen is pres.; W. M. Sauder, sec'y; Daniel Johnson, treas.; capital stock, \$9,500; will deal in grain, live stock and coal.

Cairo, Ill.—Demand is good but farmers are holding. We have contracts to deliver 40,000 bus. of oats within 10 days, from the oats belt around Mattoon, so much must be left. We are already shipping corn to Texas; one correspondent wrote us they hadn't raised enough there to feed the chickens.—O. B. Hastings.

Tucker sta., Bourbonnais p. o., Ill.—Risser & Rollins of Kankakee are building a 35,000-bu. eltr., 48x36 and 45 ft. high, to cost about \$4,500 and replace the one burned last year, which belonged to the Tucker Grain & Coal Co., whose site was afterwards sold to Risser & Rollins. The eltr. is to be ready for business in 60 days.

Peoria, Ill.—The partnership between Richard M. Hall and Eugene S. McClure, under the firm name of The Hall-McClure Co., was dissolved by mutual consent July 18. All creditors were paid in full and all accounts turned over to Mr. McClure who will continue the brokerage and commission business and ship grain under the name of The McClure Grain Co.

Springfield, Ill.—Frank Wiedlocher will have a concrete eltr., mill and warehouse combined, 42x98 ft., built by the Burrell Eng. & Const. Co. The plant will cost more than \$40,000 when completed in November. Light and power will come from the municipal plant. Mr. Wiedlocher will manufacture stock and chicken feeds and install up-to-date machinery including a sheller and cleaner.

Illiopolis, Ill.—A fire discovered in the afternoon of July 18 at the eltr. of the Illiopolis Farmers Grain Co. was extinguished by chemical engines with slight loss. It had been started by friction caused by a broken rod in the machinery hitting on a board, that made sparks fly which ignited cobs in the cob bin. Later it was decided to clean out this bin and, when about half finished, another blaze broke out in the chaff, soon extinguished, but a watch was maintained all night.

Peoria, Ill.—Receipts of grain in June aggregated 35,333 bus. of wheat, 948,857 of corn, 688,351 of oats, 2,250 of rye and 62,400 bus. of barley; compared with 57,000 bus. of wheat, 1,317,911 of corn, 808,050 of oats, 31,900 of rye and 80,400 bus. of barley in June last year. Shipments included 30,000 bus. of wheat, 695,242 of corn, 1,612,710 bus. of oats, no rye and 56,000 bus. of barley; against 8,000 bus. of wheat, 1,040,095 of corn, 1,041,944 of oats, 11,691 of rye and 47,005 bus. of barley in June, 1910.—John R. Lofgren, sec'y Board of Trade.

CHICAGO NOTES.

The annual auction sale of choice of telephones will be held July 26 at 3 p. m.

The Corino Mills Co. has increased its capital stock from \$500,000 to \$1,000,000.

The Board of Trade Club will have a chicken dinner at the Pink Poodle Inn tonight.

CHICAGO CALLERS: Chas. D. Jones, Nashville, Tenn.; E. R. Kolp, Ft. Worth, Tex.

Geo. A. Neafus has made a gift of a seat on the Board of Trade to his nephew, Truby N. Aborn.

Frank Stretch, who was with the Peavey Grain Co. for some time, will go into the independent brokerage business on his own account.

Mrs. Louise Rogers has filed suit against Curtis & Sanger for \$15,000 alleged to have been lost by her husband in grain speculation thru that firm.

Geo. F. Swenson, grain buyer for the Gt. Western Cereal Co. for several years, has made a connection with J. P. Griffin & Co. in the cash grain department.

The first car of spring wheat to reach Chicago was received July 18 from South Dakota by Somers, Jones & Co. It graded No. 2 northern and sold for 95c.

The first new spring wheat was received at Chicago July 22 from Illinois. It inspected No. 2 and sold for 97c. The first car last year was received Aug. 1.

Geo. B. Quinn, for the past 14 years with the Peavey Grain Co., has gone into the general grain and commission business on his own account with offices in the Board of Trade Bldg.

In the event of the failure of all railroads entering Chicago to enter into the agreement or make satisfactory arrangements regarding the absorption of switching, the question will be referred to the Interstate Commerce Commission for an official settlement.

The baseball team of the Board of Trade defeated the team of the Minneapolis Chamber of Commerce in an exciting 11-inning game July 15 at Minneapolis by the score of 5 to 4. A return game will be played at Chicago July 29. Proceeds of the games are for charity.

Members of the Board of Trade will probably take a vote at an early date upon the proposition to substitute the Hosford system of clearing trades for that now in use. Directors recently discussed the proposition to make the change but it was defeated by a vote of 9 to 9.

The first car of new barley arrived July 11 from Illinois. It graded No. 3 because of its thin and shriveled condition, due to the heat. The first car of new rye, also from Illinois, arrived July 12 and was inspected as sample grade. The first rye last year was received July 23.

Those who have applied recently for membership in the Board of Trade are: Stephen W. Wilder, Truby N. Aborn, John W. Renick, Chas. Goldstein and Edwin O. Moffat. Those admitted are Frank Kimball, Geo. L. Bowman and Fred G. Heinmiller. Christian B. Caldwell, John W. Snyder and Geo. Spencer have applied for transfer of membership.

No wholesale changes in the personnel of the Illinois State Grain Inspection Department were made just before the new civil service law went into effect. In other branches of the state service summary dismissals were numerous, to make way for political favorites. The employees of the inspection department are now under the protection of civil service, and can be removed only for cause and after trial.

Eighteen of the principal railroads have entered into a reciprocal arrangement whereby shipments will be handled free of switching charges to and from industries on connecting lines, including charges of an intermediate line. The arrangement also includes free delivery to team tracks wherever the use of team tracks of connecting lines is permitted. These roads will charge \$6 per car on grain consigned to their industries, to be collected only on shipments received from roads which are not parties to the reciprocal arrangement and the C. M. & St. P. Ry. which will charge \$3 per car on connecting line grain and the Rock Island, which will charge \$3.50 per car on shipments received from connecting lines at South Chicago, Oakdale, Burnside and Stony Island. The inbound charge assessed against shipments coming off the non-reciprocal roads, when not absorbed by such roads, will be taken care of by the outbound roads upon re-shipment all rail to the same extent as is now done.—W. M. Hopkins, Mgr. Transportation Department, Chicago Board of Trade.

The GRAIN DEALERS JOURNAL.

W. F. Mealiff of F. H. Mealiff & Son, operators of the Mich. Cent. Eltr., was married July 19 to Miss Jennie I. Cameron of Bedford, O. After a honeymoon to the Pacific Coast the couple will reside in Auburn by the Lakes.

Local business men and members of the Board of Trade have been invited to hear Professor Holden, one of the most prominent agriculturists in the country, discuss the improvement of crops in the visitors' room of the Board of Trade, Aug. 4.

Following enormous receipts of grain and the scarcity of storage room, directors of the Board of Trade have invited owners of available storage room to tender it for public storage. The Wabash Eltr., with a capacity of 1,500,000 bus., which was only recently made regular, has been entirely filled. Peavey Eltr. "A" will be made regular just as soon as the affairs of the company are straightened out. The total storage capacity of the public eltrs. is only about 31,000,000 bus. and it may be necessary to store grain in barges on the river.

INDIANA.

Milton, Ind.—T. J. Connell is having an addition built to his eltr.

Montezuma, Ind.—The Montezuma Mills have gone out of business and have no successor.—X.

Goodland, Ind.—The Goodland Grain Co. has had a B. S. C. Manlift installed by Fred Friedline & Co.

Nappanee, Ind.—The Nappanee Produce Co. has installed a Hall Signaling Grain Distributor in its eltr.

Ade, Ind.—McCray, Morrison & Co. are having a cleaner and rope drive installed by Fred Friedline & Co.

Burgersville, Ind.—We are no longer in the grain business, have leased until July, 1912.—Burgersville Eltr. Co.

Dunn, Ind.—The Dunnington Grain Co. is having a Richardson Automatic Scale installed by Fred Friedline & Co.

Wellsboro, Ind.—Fred Morgan, until recently superintendent of the eltr. for Lipsey & Co., is now traveling for the firm.

Burton's Switch, Kentland, p. o., Ind.—McCray, Morrison & Co. are having Fred Friedline install a rope drive and grain cleaner.

Plymouth, Ind.—The eltr. on the Pennsylvania operated by Miller & Grube, who recently bot it from Ball & Bankert, burned July 17.

Fort Wayne, Ind.—The Mayflower Mlg. Co. has installed two Hall Signaling Grain Distributors in its new eltr. replacing that burned in May.

Wellsboro, Ind.—I took charge of the transfer eltr. of Lipsey & Co. at this point July 1.—P. H. Elcan, former supt. of the I. I. & I. Eltr., Kankakee, Ill.

Clinton, Ind.—The Clinton Mlg. Co. has succeeded Canine Bros. Mlg. Co.—W. W. Canine. Thomas Nugent recently bot this plant which includes two eltrs. and a mill.

Guernsey sta., Reynolds p. o., Ind.—Babcock & Hopkins of Rensselaer, Ind., have purchased the grain business of James Richey at this station and will make improvements.

Shipshewana, Ind.—D. A. Platz, who succeeded us at this point, has sold to Yoder & Trayer. We are not in the grain business at present.—Brakeman & Gilmore, Angola, Ind.

Terhune, Ind.—Charles A. Ashbaugh has rebuilt and enlarged his eltr., put in new foundations, a basement, built additions and installed up-to-date machinery. He reports business good and wheat of good quality.

Lucerne, Ind.—The new 20,000-bu. eltr. of O. Gandy & Co., built by the Burrell Eng. & Construction Co. to replace that burned in May, began taking in grain July 6 when the elevating machinery had been placed in position and the engine set. The contract called for completion by July 10 on a forfeit of \$10 for each day's delay. The eltr. is of wood covered with galvanized iron.

Burnettsville sta., Burnetts Creek, p. o., Ind.—The Burnettsville Eltr. Co. will conduct business in the eltr. it recently purchased from Loughry Bros. Mlg. & Grain Co. and will use the one it bot from Floyd Million for storage.

Lafayette, Ind.—Fred G. Heinmiller, who has been interested with W. W. Alder and T. J. Stofer in the grain business at Buffalo, N. Y., under the name of the Alder Grain Co., has purchased the firm's business here. Mr. Stofer will continue it in Buffalo and Mr. Alder will retire from the grain business.

Franklin, Ind.—W. W. Suckow is pres. of the recently incorporated Suckow Co.; C. J. Suckow, sec'y, and William Suckow, who has operated the plant here for the last 30 years, is treas. E. A. Weaver, who has been with Wm. Suckow for 16 years, will continue with the new firm as sales mgr. The business will be conducted along the same lines under the same management, operating grain eltrs. and mills.

Hammond, Ind.—E. R. Bacon & Co. of Chicago bot the Alliance Eltrs. July 16 for \$100,000 and plan many improvements and some extensions. The eltrs. have a capacity of 1,500,000 bus. They were formerly owned by the Burns-Yantis Co., which bot them from the Hammond Eltr. Co. Since the failure of Burns-Yantis last year the eltrs. have been held by 42 creditors under the trusteeship of W. H. Merrill of Chicago.

Lafayette, Ind.—A wheat improvement train will be started over the Chi., Ind. & Southern R. R. between North Hayden sta., St. John p. o., Ind., and Allison sta., Hedrick p. o., Ind., Aug. 18 when farmers will be considering preparation for the next wheat crop. The soil and crop department of the Exp. Sta. of Purdue University will have charge of the instruction and will discuss best varieties of wheat, fertilization, culture, treatment for smut, Hessian fly, joint worm and other pests.

Logansport, Ind.—Creditors of the late George R. Hoopes met here in the evening of July 11 and appointed a committee of three to confer with his heirs and determine how grain dealers' claims can be met. Those present were Peter and Dennis Uhl, Claude Bishop, C. D. Morgan and Charles McCormick of this city; A. P. Watkins of Lincoln; Claude Loughry, Monticello; Thomas Morrison, Kokomo; Charles Weeks and N. E. Walker, Onward; Charles Ryan and C. D. Winston of Tipton and C. B. Riley of Indianapolis.

INDIANAPOLIS LETTER.

The time of the daily grain call has been changed from 1 p. m. to 1:20 p. m. except Saturday when it will be at 12:10.

I have purchased Mr. Jackson's interest in the Cary Jackson Grain Co.—M. T. Dillen, former Sec'y Ind. Grain Dealers Ass'n.

At the first regular meeting of the board of governors of the Board of Trade after the recent annual meeting, Wm. H. Howard was re-elected sec'y.

J. W. McCardle of the grain firm of McCardle & Page of Mellott, Ind., has succeeded H. C. Naylor as sec'y of the American Live Stock Insurance Co. of this city.

While the corporation of the Belt Eltr. & Feed Co. has been dissolved, Charles M. and Fred A. Vawter have taken over the property as equal partners and will operate it under the same name.—Belt Eltr. & Feed Co.

Local grain dealers of the Board of Trade, who met July 7 to discuss methods of discount, requested the grain committee to have a committee appointed to make satisfactory settlements between those dissatisfied with discounts of grain failing to grade contract.

IOWA.

Allendorf, Ia.—D. Gaberson has purchased the eltr. of B. B. Anderson.

Fonda, Ia.—The Farmers Eltr. Co. will spend \$1,000 improving its house and purchase automatic scales.

Onawa, Ia.—Fred Marcus is a scooper here.

Blencoe, Ia.—Farmers have subscribed \$7,000 for an eltr.

Hartley, Ia.—Herman Moeller is the new mgr. for the Farmers Eltr. Co.

Iowa Falls, Ia.—W. E. Simpson has bot the eltr. of the late J. S. Smith.

Primghar, Ia.—D. C. Peck will build a brick engine house to replace the frame one now in use.

Remsen, Ia.—The Plymouth Milling Co. will install a Hall Distributor in its eltr. at this point.

A scooper of Onawa is operating in the following stations: Mondamin, Turin, Moorehead and Blencoe, Ia.

Quimby, Ia.—We are remodeling our eltr. here. The Younglove Const. Co. is doing the work.—Weart & Lysaght.

Erickson sta., Boone p. o., Ia.—A new eltr. has been completed for the Farmers Eltr. Co. by the Younglove Const. Co.

Merrill, Ia.—Work is well under way on the new eltr. being built for the Farmers Eltr. Co. by the Younglove Construction Co.

Olaf, Ia.—The Farmers Eltr. Co. has just had its eltr. completed by the Younglove Const. Co., to replace that burned last winter.

Sloan, Ia.—B. M. Stoddard & Son have let the contract to the Younglove Construction Co. for the erection of a 25,000-bu. eltr.

McCallsburg, Ia.—J. L. Johnson, mgr. for Larson Bros. who recently succeeded P. C. Hanson, says they will soon remodel their eltr.

Conroy, Ia.—We are the only grain dealers here; will make some improvements and install new machinery.—Hilton Lbr. & Grain Co.

Garner, Ia.—Mr. Steiff has succeeded Herman G. Miller as mgr. for the Farmers Eltr. Co. Mr. Miller has leased an eltr. in Klemme, Ia.

Doubleday sta., Charles City p. o., Ia.—Eltr. of the Hunting Eltr. Co. burned recently with 1,200 bus. of oats; fully insured.—F. H. Eltr. Co.

Schaller, Ia.—The Kunz Grain Co. has let the contract to the Younglove Construction Co. for the rebuilding of its eltr. recently struck by lightning.

Neola, Ia.—The Neola Eltr. Co. has built coal sheds, will lay the foundation for an eltr. and has appointed William Fack local mgr. for the ensuing year.

Arthur, Ia.—A Sidney manlift and a friction clutch pulley have been installed in the eltr. of the Farmers Eltr. Co. by the Younglove Construction Co.

Cherokee, Ia.—We have put in cement approaches to our scale and eltr. here, and have painted our eltrs. here and at Storm Lake.—Geo. A. French.

Coralville sta., Iowa City p. o., Ia.—An effort is being made to have the Jackson Grain Co., which owns eltrs. at Swisher and Cou Falls, erect one here.

Storm Lake, Ia.—We have repaired and remodeled our eltrs. at Storm Lake, Langdon and Raleigh, Ia., and built coal sheds adjoining each.—E. W. Oates & Co.

Onawa, Ia.—We are adding a 17,000-bu., cribbed, iron covered storage eltr. here to our mill; and will use a Foos Gas Engine for power.—Onawa Mills.

Armstrong, Ia.—We have painted our eltr. and are building a coal house, 16x70 ft., with cement foundation and floor.—L. Brodnick, mgr. Farmers Co-op. Co.

Minburn, Ia.—W. D. Haymond, who succeeded John Crawford Jan. 1, contemplates installing an automatic scale. He is renewing the underpinning of the eltr.

Alden, Ia.—Farmers in this vicinity have organized to buy or build an eltr. and begin business in the fall. George E. Stringer is pres.; W. W. Fiske, sec'y; directors: M. L. Smith, Ira Boddy, Enoch Warman, George Stokes, P. M. Nearland, K. Olsen and A. M. Merrill.

Cleghorn, Ia.—The Farmers Eltr. Co. will install a Richardson Automatic Scale and a spiral conveyor in its eltr. here in the fall. The Younglove Construction Co. will do the work.

Libertyville, Ia.—Yost & Morley are having a cement basement put under their eltr. by the Burrell Engineering & Construction Co. and will install a sheller and a power shovel.

Sergeant Bluff, Ia.—B. M. Stoddard & Son will soon start construction on an eltr., 35x76 ft. and 45 ft. high, on the site formerly occupied by that of Hendee & Wall, which burned years ago.

Webster City, Ia.—The Western Grain Co. has purchased the eltr. on the Ill. Cent., that formerly belonged to M. L. McCollough and is overhauling it to put it in first-class condition. J. Fosdick from Pomeroy is mgr.

Olin, Ia.—Hans Jurgensen has bot the grain warehouse and site from L. M. Carpenter, recently operated by W. Scott & Son. He will wreck the old building and replace it with an up-to-date eltr. to be completed by Sept. 1.

Butler, Ia.—The eltr. here of J. E. Kenkel of Fremont, Ia., that burned July 6, will be rebuilt immediately.—D. K. Unsicker, Wright, Ia. The contract has been let for a larger and a better building, and construction will be rushed.

Colfax, Ia.—Deneston & Partridge of Newton, Ia., have succeeded us, S. M. Brown & Son. They bot the lumber yard and have leased the grain business. My son, B. A. Brown, is located about 15 miles from Francis, Sask.—S. M. Brown.

Highview, Ia.—J. F. Webb is pres. of the Highview Farmers Grain Co. that is erecting a 25,000-bu. eltr. here on the Ill. Cent. J. H. Shipp is treas. and I am sec'y; p. o. address of the corporation and of all officers is Webster City, Ia.—George S. Barner.

Maxwell, Ia.—T. B. Smeltzer is mgr. of the 14,000-bu. eltr. recently completed for the Farmers Eltr. Co. Equipment includes a hydraulic dump, automatic scales, double pit, rope drive, manlift, a 6-h.p. gasoline engine and a dynamo so electric light can be put in soon.

Templeton, Ia.—Work has been started on the 25,000-bu. iron-clad eltr. for the Chas. Dozler Grain Co. by the Younglove Construction Co., to replace that recently burned. Equipment will include an 8-h.p. gas engine, a Richardson Automatic Scale and a Sidney Manlift.

Grinnell, Ia.—The eltr. that formerly belonged to Willson & Jacobson and was taken over by Mr. Willson July 1, caught fire July 14 from sparks that had lodged on shingles of the one-story addition. The flames were drawn up an airshaft but were extinguished at a loss of \$1,500, fully insured.

KANSAS.

Greensburg, Kan.—C. R. Rixon will install a Hall Distributor.

Talmage, Kan.—The new eltr. has been completed for the Rock M. & Eltr. Co.

Belle Plaine, Kan.—The Farmers Grain Supply Co. has been organized; capital stock, \$10,000.

Sharon, Kan.—J. G. Parker, Jr., of Harper, Kan., has bot the eltr. here of the Harper M. & Eltr. Co.

Fowler, Kan.—The Fowler Eltr., owned by J. B. McClure, was struck by lightning recently, damage slight.

Hutchinson, Kan.—L. E. Raymond, a grain man from Douglass, Kan., has been here considering locating.

Canada, Kan.—The Karl Ehrlich Grain Co. of Marion, Kan., has purchased the eltr. of A. Burkholder.—S.

Meade, Kan.—E. A. Twist has succeeded the Meade Grain & Seed Co. formerly owned by Reynolds & Twist.

Belmont, Kan.—A. L. Fisher of Wichita has leased the eltr. here of Starr Bros., which he will operate this season.

Muscotah, Kan.—L. Cortelyou, former pres. of the Kansas Grain Dealers Ass'n, is trying to do a scoop-shovel business here.

Sylvan Grove, Kan.—F. W. Nefsgaer has succeeded me as agt. for the Shellabarger M. & Eltr. Co. at this station.—C. G. Kistler.

Silver Lake, Kan.—Crops for the past year have been heavy and business has been good.—George B. Harper, mgr. Silver Lake Eltr.

Harper, Kan.—L. E. Martin of Wichita and F. C. Firestone of Anthony, Kan., have bot the property here of the Harper M. & Eltr. Co.

Crystal Springs, Kan.—Kramer Bros. of Anthony, Kan., have bot the eltrs. of the Harper M. & Eltr. Co. here and at DuQuoin, Kan.

Dartmouth sta., Great Bend p. o., Kan.—A new gasoline engine has been installed in the eltr. of the Wolf Mfg. Co., managed by L. J. DeGarmo.

Olmitz, Kan.—The Lindsborg M. & Eltr. Co. has let the contract to the P. H. Felkey Construction Co. for the erection of an eltr. at this station.

Bellefonte, Kan.—The Grain Belt Co. has installed a Hall Signaling Distributor and Eltr. Boot, and also installed a distributor in its eltr. at Spearville.

Wetmore, Kan.—I have sold my eltr. to L. M. Pratt who comes from Oklahoma and will continue the business. He took possession July 19.—W. M. Reckewey.

Cedar Vale, Kan.—We are tearing down our 8,000-bu. eltr. and replacing it with a 15,000-bu. house, also installing a new sheller and cleaner.—The L. C. Adam Merc. Co.

Clay Center, Kan.—Charles Downing, who recently bot the Peavey Eltr. here, has had it thoroly overhauled and has opened it for business in charge of his son Bert.

Hutchinson, Kan.—A district meeting of the Kansas Grain Dealers Ass'n had an interesting session at the Commercial Club rooms June 16, with some sixty in attendance.

Salina, Kan.—A well attended district meeting of the Kan. G. D. Ass'n was held here in the evening of June 20. Sec'y E. J. Smiley explained some of the reforms effected by the Ass'n.

Topeka, Kan.—The Grain Grading Commission will meet in the governor's office in this city, July 31, to establish the grades of grain to be known as Kansas grades to become effective Aug. 1.

Lost Springs, Kan.—W. O. Woods of the Woods Grain Co. of Liberal, Kan., took possession July 1 of the eltr. here on the Santa Fe, which he purchased from the Lost Springs M. & Eltr. Co.—S.

Topeka, Kan.—C. W. Hoyt has opened an office in this city under the name of C. W. Hoyt & Co. He was engaged in the grain business here from 1894 until about two years ago when he went to California.

Atchison, Kan.—Edward Buchanan, an employe of the Blair Mfg. Co., was instantly killed in the eltr., July 5, when caught in the machinery in the cupola. He was 32 years of age and leaves a large family.

Hutchinson, Kan.—At the recent annual meeting of the Board of Trade Wm. Kelly was elected pres.; H. M. Talcott, sec'y; F. E. Hippie, treas.; and George Noll, S. H. Pitts, J. W. Burns and George Gano, directors.

Marysville, Kan.—The eltr. of J. H. Cavanaugh burned near midnight of July 12, with some 3,000 bus. of grain, of which 1,000 bus. was wheat; all a total loss estimated at \$8,000; some insurance; will be rebuilt immediately.

Wichita, Kan.—The Empire Grain Co. of Fort Worth, Tex., has re-opened its office here that has been closed for some months. J. A. Mugg is in charge. He was formerly pres. of the old Fort Worth Grain & Eltr. Co. The company holds a membership in the Wichita Board of Trade.

Woodbine, Kan.—H. W. Mitsch and Ed. W. Volkman will operate under the name of the Mitsch Grain Co. the e.r. to be built for them by Morley Bros., Hayden & Plott on the site of that of the Woodbine M. & Eltr. Co., burned last month.

"Kansas State Inspection Forbidden" is urgently requested to be placed on Bs/L on all shipments billed to Kansas City, Mo., with notification to the R. R. agt. to insert same on way bills, "in furtherance of the recommendation of the Kansas Grain Dealers Ass'n," as is stated on a printed slip dated Kansas City, Mo., July 17, and sent out by grain receivers.

Chapman, Kan.—Perry Frazier, who purchased the eltr. of the Carroll Mfg. Co., has had it completely remodeled and new machinery installed at a cost of about \$15,000, including a 21-h.p. gasoline engine. The 20,000-bu. eltr. has a dumping capacity of 3,000 bus. per hour. The first day he had it in operation he took in 54 loads of wheat, for which he paid 76¢ per bu.

Hutchinson, Kan.—J. R. Baker and George Gano of this city have purchased the interest of their partner, L. P. Wormwood of Larned, in the Rock Mfg. & Eltr. Co. He intends to move to California. He and Mr. Baker became partners in 1895 when Mr. Baker lived in Pawnee Rock, from which the Rock M. & Eltr. Co. took its name and where it had its first headquarters.

Kansas City, Kan.—Replying to the complaint of Omaha grain dealers that Kansas state inspectors entered Mo.-Pac. grain cars billed to Kansas City, Mo., in the Mo.-Pac. yard at Kansas City, Kan., C. E. Wagar, assistant general freight agt. of the road, says the practice has been stopped and watchmen will be stationed in the yards to prevent Kansas inspectors from entering cars bound for Kansas City, Mo., and points beyond.

Topeka, Kan.—Three justices of the Kansas Supreme Court began hearings July 19 in the Kansas state grain inspection case. Assistant Attorney Gen. S. M. Brewster, arguing for the state, alleged that the fee charged by law was not exorbitant in proportion to the importance of the inspection. If the law is declared unconstitutional the state grain inspection department will be virtually put out of business unless it is supported by the governor's contingent fund.

Kansas City, Kan.—Following the decision of the Kansas Supreme Court that grain shipped to Kansas City, Kan., must be inspected by Kansas state inspectors the Missouri Board of R. R. and Warehouse Commissioners ordered Missouri inspectors to cease grading grain on inspection of samples taken from cars in Kansas City, Kan., to offices in Missouri. The Missouri commission rules that inspection must be made in cars and that no inspection outside the cars will be recognized.

Hutchinson, Kan.—The O'Neil-Kauffman-Pettit Grain Co., the Hutchinson Mill Co., the Wm. Kelly Mfg. Co. and the Monarch Mills have united in an action against the Santa Fe Ry. Co. before the Interstate Commerce Commission, based on a clause in the tariff sheets, that reads: "Foreign line switching charges will be absorbed on all local as well as competitive tariff at Hutchinson, Kan." The plaintiffs allege that for two years the S. F. has made a switching charge of \$2 per car, which they paid under protest. Their claims aggregate about \$3,000.

New members of the Kansas Grain Dealers Ass'n are: Perry Frazier, Chapman, Kan.; Wolf & Albertson, Zenith, Kan.; Head Grain Co., Winfield; Eugene Muck, mgr. Farmers Eltr. Co., Clay Center; Stafford Grain & Supply Co., Stafford; A. F. Bennett, mgr. Farmers Eltr. Co., Mt. Hope; H. S. Pitts, Hutchinson; Phillipsburg Mill & Eltr. Co., Phillipsburg; Griffiths Grain Co., Baileyville; C. C. Isley Lumber Co., Cimarron; Blauer Grain Co., Irving; J. C. H. Cavanaugh, Marysville; Burton Gr. Co., Burton; H. M. Loyd, Sterling; Calvert & Bevens, Muscotah; Empire Gr. Co. of Texas, Wichita.

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Winfield, Kan.—N. M. Vilm has bot an interest in the Baden Mill that has a 200,000-bu. storage eltr. in connection and operates five outside stations. A new company is being formed to be known as the Baden-Vilm Mfg. Co., of which Mr. Vilm will be general mgr.

McPherson, Kan.—In the new subdivided tank eltr. built for Colburn Bros. by the Finton Construction Co. and described on page 64 of the July 10 number, each of the two tanks is divided into two equal parts by a wall extending from the bottom to the top. Each of these two parts is divided into five equal parts or bins, one above another, having their discharge thru the tank wall into a spout leading to the pit. This spout is tapped at a convenient point by a spout leading to the car, so that the greater number of bins may be spouted directly to the car and all bins spouted direct to the pit.

Kansas City, Kan.—The Supreme Court of Kansas July 11 ordered the grain and eltr. companies operating here to submit to the weighing and inspection of grain and directed the railroads operating into the city to collect the inspection and weighing fees and turn them over to the clerk of the supreme court or to the grain inspection department. These orders are to remain in force pending the final hearing of the major case brot by Attorney General John S. Dawson to determine the validity of the new state grain inspection law opposed by grain dealers; but before they were ready to act he entered suit in order to be able to select the court in which it should be heard. One of the restraining orders is issued against John I. Glover operating the Frisco Eltr., T. J. Brodnax and J. A. McLain operating the Memphis Eltr., S. F. Atwood operating the Rock Island Eltr., the Santa Fe Eltr. Co. and Charles F. Peterson operating the Maple Leaf Eltr. The other order was issued against the following railroad companies: U. P., S. F., R. I., Mo. Pac., the Frisco, the M. K. & T., the Chi. & Gt. W. and the Kan. City & N. W. All the eltr. companies named are enjoined from receiving, unloading or selling any grain in the eltrs. owned and operated by them, until after state inspection, or from shipping from any of their eltrs. or public warehouses any grain until after it has been weighed and inspected by state officials, or from permitting any inspection or weighing of grain by any persons other than those authorized by the state grain department, for the purpose of making a certificate of weight. Operators of the eltrs. have notified the state grain inspection department that, as theirs are private houses, they do not consider it has any control over their actions and hence they will not comply with the court's orders.

KENTUCKY.

Lexington, Ky.—Logan Bros. & Haggins have entered suit against the Lex. & Eastern R. R. Co. for \$13,800 damages, alleging that negligence on the part of the road caused their eltr. to be burned. The trend of judicial opinion in many of the cases decided in Kentucky recently has been to emphasize the responsibility of carriers for fires which could have been prevented by reasonable care and the installation of proper equipment to prevent emission of sparks.

Hopkinsville, Ky.—The plant of the Acme M. & Eltr. Co., erected at a cost of \$254,000 and appraised at \$110,000, was sold July 3 under order of court for \$73,910 to the bondholders, T. W. Blakey, Nat Gaither and W. T. Tandy, pres. of the City Bank & Trust Co. of this place. The company had a bonded indebtedness of \$191,800. Under the law of Kentucky a foreclosed property must bring two-thirds of its appraised value and Mr. Tandy bid enough to bring it within this limit; no other bidders. The owners may sell it.

LOUISIANA.

Crowley, La.—The Brown Rice Mfg. Co. has been organized to own and operate the Rice City Mill; Alex. Brown, pres.; capital stock, \$40,000.

Shreveport, La.—The Land Mfg. Co. has broken ground for the erection of a large eltr.

Chalmette, La.—Arrangements have been made by the grain division of the Frisco to start work at once putting the eltr. at this port in condition to handle its increased grain traffic.

New Orleans, La.—S. B. Mudd, in charge of the grain division of the Frisco, has announced that the road will develop its grain business thru this port on a large scale, as thru its lease with the Iron Mountain the Frisco is able to tap a large grain territory.

New Orleans, La.—Receipts of grain in June aggregated 23,000 bus. of wheat, 335,000 of corn and 136,755 of oats; compared with 10,000 bus. of wheat, 1,215,000 of corn and 92,000 bus. of oats received in June last year. June shipments included 16,000 bus. of wheat, 332,622 of corn and 18,392 bus. of oats; against 10,014 bus. of wheat, 440,200 of corn and 2,418 bus. of oats shipped in June, 1910.—H. S. Herring, sec'y Board of Trade.

New Orleans, La.—Alexander F. Leonhardt, pres. of the New Orleans Board of Trade and head of the commission firm of the A. F. Leonhardt Co. has been nominated by President Taft as postmaster of New Orleans to succeed W. J. Behan resigned. Mr. Leonhardt was at the Board of Trade when he received the news of his nomination referred to the senate committee on postoffices and post roads, and said he knew nothing about it. He came here from St. Louis in 1878 and began as a clerk for Glover & Odendahl now Glover & Son in the grain and hay business and worked for that firm 24 years. Nine years ago he started in for himself as a grain and hay commission merchant and dealer.

MARYLAND.

Baltimore, Md.—E. Steen & Bro. are said to be planning to add a grain department to their business.

Hagerstown, Md.—C. M. Horst has erected a 2-story feed warehouse, 40x60 ft. He is also remodeling the office of his eltr.

MICHIGAN.

Harbor Beach, Mich.—Farmers are considering building an eltr.

Lambs, Mich.—The Lambs Farmers Eltr. Co. has been incorporated.

New Haven, Mich.—The Richmond Eltr. Co. has succeeded Jay Baldwin.

Hickey sta., Columbus, Mich.—The eltr. of the Richmond Eltr. Co. has been burned.

Kalamazoo, Mich.—The Morris Kent Co. has installed a Hall Signaling Distributor.

Blaine, Mich.—The recently organized Grant Eltr. Co. is building eltrs. here and at Jedd.

Mt. Pleasant, Mich.—The Isabella County Farmers Grain Co. incorporated; capital stock, \$20,000.

Horton, Mich.—L. J. Mitchell is scoop-ing here and A. Carter at Snyders sta., Spring Arbor p. o.

A wheat special train of three coaches will be run the first two weeks in August by the Michigan Agricultural College.

Emmett, Mich.—The flour mill of the Emmett Milling Co. is being converted into a bean eltr. by the Richmond Eltr. Co.

Melvin, Mich.—Thos. Wilson's eltr. was recently slightly damaged by fire starting from sparks from a passing locomotive.

Detroit, Mich.—Receipts of grain in June aggregated 118,783 bus. of wheat, 166,837 of corn, 265,844 of oats, 25,022 of barley and 829 bus. of rye; compared with 196,961 bus. of wheat, 179,796 of corn, 190,339 of oats, 1,181 of barley and 21,583 bus. of rye received in June last year. June shipments included 2,466 bus. of wheat, 108,118 of corn and no oats; against 6,098 bus. of wheat, 87,796 of corn and 1,817 bus. of oats shipped in June, 1910.—F. W. Waring, sec'y Board of Trade.

MINNESOTA.

Kilkenny, Minn.—Farmers are planning to build an eltr.

Excelsior, Minn.—S. S. Smith & Son are building an eltr. here.

Houston, Minn.—Farmers are considering organizing an eltr. company.

Bixby, Minn.—I am now with McLaughlin & O'Halloran.—C. G. Munce.

Waubun, Minn.—Farmers are considering organizing an eltr. company.

Sherburn, Minn.—C. E. Price is mgr. for the Sherburn Farmers Eltr. Co.

Brewster, Minn.—A. C. Severson has resigned as mgr. for the Farmers Eltr. Co.

Dundas, Minn.—George Babcock will go into the grain business with his father.

Dexter, Minn.—The La Crosse Grain Co. has installed another set of scales in its eltr.

Ada, Minn.—The Northwestern Eltr. Co. will re-open its house that has been closed for some time.

Beltrami, Minn.—The Imperial Eltr. Co. will re-open its house here, that has been closed for some time.

Buffalo Lake, Minn.—The Geo. C. Bagley Eltr. Co. has bot the house here of the Monarch Eltr. Co.

Dennison, Minn.—The house of the Dennison Farmers Merc. & Eltr. was damaged by lightning recently.

Northfield, Minn.—Frank H. Shepard has again taken charge of the eltr. of the Farmers Merc. & Eltr. Co.

Bombay sta., Kenyon p. o., Minn.—Simon Lechelt became mgr. of the Bombay Farmers Merc. & Eltr. Co. July 15.

Frontenac, Minn.—The Milwaukee Eltr. Co. is having its house here remodeled by the Burrell Eng. & Const. Co.

Buffalo Lake, Minn.—J. W. Rausch, former mgr. for the Farmers Eltr. Co. has bot the house of the Reliance Eltr. Co.

Duluth, Minn.—Mackenzie, Mann & Co., owners of the Canadian Northern road, are planning to build a large eltr. and two docks on the bay front.

Kenyon, Minn.—L. J. Johnson of Bombay has been elected mgr. for the Kenyon Farmers Merc. & Eltr. Co. to succeed Charles O. Roe resigned.

Fosston, Minn.—At a recent meeting of stockholders of the Farmers Eltr. Co. they decided to build a 25,000-bu. eltr. this summer to replace their old warehouse.

Clarkfield, Minn.—S. J. Lund and H. R. Hanson of the Clarkfield Farmers Eltr. Co. have selected a site on which to build an eltr. near that of the Pacific Eltr. Co.

Carlisle, Minn.—Lightning recently struck the eltr. of the Farmers Co-op. Grain Co. and set fire to the roof but was extinguished before much damage was done.

Mahnomen, Minn.—The eltr. of the Northland Eltr. Co., which has been closed for the last two years, will be re-opened as soon as necessary repairs can be made.

Pratt, Minn.—Henry Finnegan has succeeded John Puetz, resigned, as mgr. of the eltr. of McLaughlin & O'Halloran. Mr. Puetz moved his family to Madison Lake.

Rochester, Minn.—I have been promoted to the local agency here for G. W. Van Dusen & Co. I was employed at Chester, Minn., by the same company for some years.—Bert Berkins.

New London, Minn.—The New London Farmers Eltr. Co. is improving its house, putting in a new leg and installing a new engine and dump scale.—Peter Skoglund, mgr. N. L. Farmers Eltr. Co.

Marshall, Minn.—The recently organized Farmers Eltr. Co. bot the eltr. of the Mutual Eltr. Co. for \$4,050 and took possession July 15. Robert Heilman is pres. of the new company and H. M. Clark, sec'y.

Dalton, Minn.—I have purchased the eltr. at this station of the Mnpls. & Northern Eltr. Co. and will start in the grain business on my own account.—A. O. Floren, former mgr. Pennock Farmers Eltr. Co., Pennock, Minn.

Madison, Lake, Minn.—J. F. Galagan, who formerly managed an eltr. in Elysian, Minn., has come here to succeed W. J. Murtaugh resigned.

Duluth, Minn.—The Thorpe Eltr. Co. has entered suit against the Gt. Northern Ry. Co. for \$895.78, the value of a car of grain burned in 1907, which the Thorpe Co. alleges was set on fire by sparks from an engine operated by the Gt. Nor.

Heron Lake, Minn.—The new ironclad 50,000-bu. eltr. under construction for the Farmers Co-op. Eltr. Co. by the Younglove Construction Co. will contain a Sonander Automatic Scale, have two stands of legs and be operated by a gasoline engine.

Newfolden, Minn.—Olaf Nerby has succeeded Peter Hoglin as agt. here for the Hanson, Barzen Mfg. Co. Mr. Hoglin has been transferred to Thief River Falls, Minn., where he is buying grain for the same firm.—J. O. Stromle, agt. Homested Eltr. Co.

Duluth, Minn.—E. R. Rehnke of Kenyon, Minn., was appointed by Gov. Eberhart, July 15, as a member of the Duluth Board of Grain Appeals to succeed Herbert M. Gray of Marshall, whose term expires Aug. 1. Mr. Rehnke is 51 years of age, has lived in Minnesota 38 years, owns 620 acres of land and has been connected with the Kenyon Farmers Merc. & Eltr. Co. since its organization 20 years ago.

St. Paul, Minn.—J. G. Geraghty, a well known grain man, died at his home in this city July 18, aged 62, survived by his widow, four sons, and an unmarried daughter now in New York. Only one of the sons, James G., lives here. Thomas C. is in Valdez, Alaska; Hubert in Duluth, and Dr. John C. Geraghty in Johns Hopkins University. Mr. Geraghty was born in Pittsburgh, lived in Ireland when a child, settled in Rosemount, Minn., in 1869 and has been in the grain business in this city many years.

Duluth, Minn.—Wheat containing kingheads will suffer greatly in grade, as eltr. buyers have renewed their notice given a year ago, that any purchases of wheat to arrive, which they may make, shall be understood as meaning wheat free from kingheads, even tho' the cars should grade No. 1 Nor. All wheat containing kingheads will be bot on its merits regardless of the state grade or dockage, but under no circumstances will any such cars be applied by the receivers on sales that have been made to arrive.

St. Louis Park, Minn.—H. F. McCarthy of the Minneapolis Chamber of Commerce and pres. of the recently organized International Grain Co., has purchased from F. H. Peavey & Co. the plant here of the Interior Eltr. Co., located on Mnpls. & St. L. trackage. The plant consists of Eltr. No. 2 of 250,000 bus. capacity and a working house and the storage annex, known as Eltr. No. 3; capacity, 1,500,000 bus. Mr. McCarthy will operate the plant in full. He has long been prominent in the oats trade in Minneapolis and does an export business thru New York and other seaboard markets.

MINNEAPOLIS LETTER.

The Soo has started grading for the new grain and storage yards to be completed in 90 days; cost \$125,000 up.

The Star Eltr. Co. has reduced its capital stock from \$200,000 to \$100,000. Fred C. Van Dusen is pres. and T. B. Murray, sec'y.

The Viehman Grain Co. incorporated by G. J. Viehman and others; capital stock, \$10,000; offices in the Chamber of Commerce Bldg.

The first car of new velvet chaff wheat was received in this market July 21, consigned to the Nye-Jenks Co. from Welcome, Minn. It graded No. 2 Northern.

Mrs. Catherine Cistadine recently pled guilty in municipal court to the charge of taking a grain door and was placed on probation for six months under a workhouse sentence of 15 days. She wanted the grain door to patch her chicken coop.

W. T. Fraser of the I. M. McCord Co. reported receipt of the first car of new rye, July 13; shipped from Hastings, Minn., graded No. 2 and tested 57 lbs. per bu.

Governor Eberhart announced the appointment, July 15, of O. P. B. Jacobson of Fergus Falls to succeed W. F. Kelso of Hallock, Aug. 1, as a member of the Minneapolis Board of Grain Appeals. Mr. Jacobson is editor of a Norwegian paper in his home town and was formerly a grain buyer.

C. G. Stoekey and P. D. McFarlane of this city have been appointed by the state R. R. and warehouse commission as track scale inspectors to succeed C. C. Neale, who has been placed in charge of the new department of weights and measures. Track scale inspection in Minneapolis has increased until the commission considers it needs the service of two men.

Claiming as assets personal property held by well known law firms in Minneapolis and showing a list of nearly 100 of his former customers as creditors, Sherman H. Norris, doing business as the Minnesota Grain Indemnity Co., filed his statement in the U. S. District Court, July 20, showing assets of \$3,093 including an automobile held by attorneys, and liabilities of \$20,285.66.

W. A. Thomas & Co., grain brokers, filed suit in district court, July 20, to recover \$1,250 commissions from the Pacific Grain Co. of Winnipeg for handling wheat deals in July. The plaintiffs allege that the defendant company purchased 200,000 bus. of wheat for \$195,381 from July 7 to 11 which was sold a week later and the Pacific Grain Co. paid only part of the commission.

Commons & Co. have announced that at the expiration of their partnership at the end of the present crop year they will retire from the grain business founded 29 years ago. The members of the firm, Frank W. and Howard W. Commons, state their chief reason is to obtain relief from some of their responsibilities, but they will continue to be identified with the grain and commission business thru their ownership of the Columbia Eltr. Co.

The baseball teams of the Minneapolis Chamber of Commerce and the Chicago Board of Trade played an exciting contest here July 15. Minneapolis led until the ninth inning when Chicago tied the score. In the eleventh Chicago forced the winning run, the final score being 5 to 4. The Minneapolis lineup was: Paul Kennedy, shortstop; O. D. Christensen, third base; L. A. Walling, center field; J. Hamilton, right field; Ray Sanborn, first base; M. A. Brandt, second base; O. Holstrom, left field; F. L. Mullane, catcher. S. L. Williams pitched for three innings and Roy Williams finished the game. Substitutes were Hub Owens, W. D. Rickard, M. Kelly, J. F. Buchanan, H. L. Berg, Charles Kayler, Chicago lineup: C. Lucy, shortstop; William McGuire, third base; William Fenton, first base; J. Driscoll, center field; Rudolph Petsch, second base; H. Forrest, left field; Richard Henry, right field; L. Collins, catcher; J. O'Connel, pitcher. Substitutes were J. Dorsey, J. Scott, H. K. Florentine, J. McClean. Umpires, William Hoke and William Henderson. Both teams had mascots, Danny Hanion for Minneapolis and Westry McLean, son of the Chicago captain. Manager Robert Johnson, R. S. Stevens, F. P. Beaupre, J. R. Johnson, C. E. Johnstone, C. A. Austin and T. J. Cassidy of the Minneapolis Chamber of Commerce, with members of the Minneapolis and Chicago teams, banqueted at the Dyckman Hotel after the game and later went to Lake Minnetonka where the teams embarked in the Mona and toured the upper and lower lake for several hours. An automobile trip over the boulevard system, thru the Minneapolis parks and to St. Paul was arranged for July 16 at 2 p. m. and the visiting team left for Chicago in the evening where a return game will be played July 29. Tickets for the game had been distributed among 53 charitable organizations in Minneapolis and the money from the sales went to each charity.

John B. Siewers, R. M. Gillette, Fred W. Dean, Spencer Kellogg and Leroy C. Bridgeman have been admitted to membership in the Minneapolis Chamber of Commerce.—John G. McHugh, sec'y.

As a result of several supposedly incendiary fires in this city recently, Fire Marshal Arthur Price has held a conference with state Fire Marshal Chas. E. Keller to plan a campaign against incendiaryism, compel owners of buildings to remove illegal fire hazards and strictly obey the fire laws.

Minneapolis received in June 5,179,010 bus. of wheat, 734,450 of corn, 1,046,430 of oats, 328,000 of barley and 33,200 bus. of rye; compared with 5,194,450 bus. of wheat, 639,310 of corn, 881,770 of oats, 1,203,700 of barley and 65,180 bus. of rye in June, 1910. Shipments included 1,708,980 bus. of wheat 261,100 of corn, 746,330 of oats, 444,400 of barley and 13,800 of rye; against 1,884,160 bus. of wheat, 729,250 of corn, 783,240 of oats, 1,351,170 of barley and 85,040 bus. of rye in June last year.—John G. McHugh, sec'y Chamber of Commerce.

W. H. Dickinson & Co., a grain commission firm of this city and Sioux Falls, S. D., that handled most of the Minneapolis option business of the Peavey Grain Co. of Chicago, announced July 19 that it would close out its business consisting of about 300,000 bus. of grain in open trades, of which Hallet & Carey of Minneapolis announced at the opening of business that they had taken over 150,000 bus. for account of customers of W. H. Dickinson & Co. and it was reported from the Dickinson office that the remainder would be transferred so customers would lose nothing. Clyde Eggleston, office mgr. for the Dickinson Co., stated that W. H. Dickinson had been ill for some time.

MISSOURI.

Windsor, Mo.—The eltr. and flour mill formerly operated by E. R. Hamacher & Son has been sold under a deed of trust for \$2,430. The plant has not been in operation for several months past.

KANSAS CITY LETTER.

The Moore-Seaver Grain Co. is the successor of the Moore Grain Co.

John R. Tomlin has acquired the membership of F. R. Warrick, of the Elwood Grain Co., of St. Joseph, Mo.

John R. Tomlin, formerly pres. of the Tomlin Grain Co., who has spent the past year in Oregon cultivating the soil, has returned to Kansas City and will re-enter the grain business.

The Simonds-Shields Grain Co. has bot the Union Pacific eltr. from F. H. Peavey & Co. and will re-open it by Aug. 1. The house has a capacity of 1,000,000 bus. and was built 20 yrs. ago on property of the Union Pacific Railway Co. under a 99-yr. lease. It has side-track facilities for 120 cars.

Edward F. Emmons, of the Southwestern Mfg. Co. has bot the membership in the Board of Trade of Henry Lassen, of Wichita. G. W. Lincoln, formerly with the Perry C. Smith Grain Co., has applied for the membership of S. M. Bird, which was declared forfeited. F. M. Corbin, of B. C. Christopher & Co., has applied for membership on the Board of Trade.

ST. LOUIS LETTER.

The Roberts Grain Co. will close its office Aug. 1.

J. F. Albrecht is now connected with Foell & Co.

The new oats are of better quality than expected.—P. W. Harsh.

An unusual amount of oats is coming in for this time of the year.—Carl Langenberg.

Wheat and oats are coming in freely and better quality than in years.—Arthur Brockman.

Wheat is purely an eltr. proposition, all accumulating here, no outside demand.—E. F. Daly.

The GRAIN DEALERS JOURNAL.

Our three eltrs. are all filled.—L. A. Cooksey, treas. Pendleton Grain Co.

R. J. House of R. J. House & Co., of Kansas City, has applied for membership in the Merchants Exchange.

The Exchange Eltr., owned by Harsh Bros. Co., has been declared regular on all grain for delivery on contracts.

H. H. Brockman, of Eldon, Mo., and Harry Oakes, of Bluff, Ill., have applied for membership in the Merchants Exchange.

Business is falling off. I guess we are over the edge. We have had a good run of grain for a time.—Geo. F. Powell, Powell & O'Rourke.

P. P. Connor, of Connor Bros. & Co., recently suffered several broken ribs, scalp wounds and other injuries when thrown from a street car.

Powell & O'Rourke, operators of the Brooklyn Eltr., have reduced the weighing fee of grain at the eltr. from \$1 to 50c per car. On cars loaded out the fee remains 25c.

We are being knocked out by Chicago on wheat. We will be in line after a while, however. Lots of wheat coming in, but it is on contract. Consignments are slow.—J. B. Taylor, Taylor-Hunter Grain Co.

The local office of the Peavey Grain Co., which was in charge of W. Earl Stewart, has been closed and Mr. Stewart has become local mgr. for Ware & Leland, of Chicago, to which firm the Peavey trades were transferred.

The stock of the recently incorporated Seele Eltr. Co. has been divided as follows: Geo. E. Marcy, Chicago, 124 shares; Frederick W. and Wm. C. Seele, 62 shares each; Henry J. Fehr and Maurice R. Parrott, 1 share each.

St. Louis has been off the map about six months, but we are now getting stuff from parts we have not heard from for a long time. I think we'll draw the Kansas wheat and the Nebraska when it starts to move.—Edw. E. Felkel, Missouri Commission Co.

Roustabouts on the river boats have insisted upon the revival of the old custom of receiving a cent for each sack of wheat they carry onto the boat beside their regular pay. A clerk of the steamer stands near the wheat pile and as each roustabout passes with a sack of wheat he drops a cent into their outstretched hand.

The membership of the Merchants Exchange on July 10 decided by a vote of 57 to 6 to adopt the following amendment to the rules: In making contracts, a specific time in which shipment or delivery is to be made shall be mentioned. Any given number of days shall mean calendar days, excluding date of sale, in which to load and ship grain to apply on a sale for shipment, or to deliver at the agreed destination grain sold for delivery. Where no specification as to time of shipment is named in the contract, ten days shipment shall apply.

MONTANA.

Ulm, Mont.—Capitalists from Spokane will erect a large eltr. here.

Great Falls, Mont.—A large flax mill is planned to be built here in the fall.

Shedd's Bridge, Bozeman p. o., Mont.—The Fisher Mfg. Co. is erecting an eltr. here.

Dennis, Mont.—The Dennis Eltr. & Trans. Co. has awarded the contract to James Lehert for the erection of a 40,000-bu. eltr.

Belgrade, Mont.—We will increase the capacity of our eltr. from 50,000 to 60,000 bus., put in new cleaning machinery and steel on sides.—Benepe-Berglund Grain Co.

Hardin, Mont.—The 15,000-bu. eltr. of the Denio Mfg. Co. has been completed. It is iron-clad, fully equipped and contains a 15 h.p. gas engine. G. H. Birchard had the contract.

Bainville, Mont.—The eltrs. of the Montana & Dakota Grain Co. and McIntyre & Weir have burned, caused by lightning. Both eltrs. were insured. The eltr. of the Mont. & Dak. Grain Co. will be rebuilt at once.

NEBRASKA.

Papillion, Neb.—The Chalco Eltr. Co. has been incorporated.

Boelus, Neb.—The eltr. of the T. B. Hord Grain Co. is closed.

Nebraska City, Neb.—The Morton Grain Co. has been dissolved.

Dodge, Neb.—The eltr. of the Farmers Grain & Stock Co. has been completed.

Pauline, Neb.—J. W. McCleery has joined the Kansas Grain Dealers Ass'n.

Friend, Neb.—Burke & Mullin have succeeded Wm. Burke. P. J. Mullin is mgr.

Pickrell, Neb.—I have rented the eltr. of the Omaha Eltr. Co. for this year.—E. W. Williams.

Pender, Neb.—The eltr. of the Anchor Grain Co., which was recently burned, will be rebuilt.

Geneva, Neb.—I. N. Trask has been admitted as a member of the Kansas Grain Dealers Ass'n.

Juniata, Neb.—The Juniata Grain & L. S. Ass'n has joined the Kansas Grain Dealers Ass'n.

Bookwalter, Neb.—The Potts-Colwell Eltr. Co. has succeeded the Colwell Grain & Coal Co.—S.

Fairbury, Neb.—I have sold my eltr. here to F. A. Derby & Co. of Sabetha, Kan.—O. L. Vanier.

Osceola, Neb.—The eltr. of Peterson & Peterson was damaged July 16 by fire. Loss \$1,000; insured.

Trenton, Neb.—Clark Marsh is the successor of G. M. Blanchard as mgr. of the Benedict Blanchard Co.

Lincoln, Neb.—H. E. Gooch Mfg. Co. has been admitted to membership in the Kansas Grain Dealers Ass'n.

St. Mary, Neb.—The Lincoln Grain Co. has purchased thru J. Walter Hiler, the eltr. of Thomas Cochrane.

Ulysses, Neb.—The eltr. of the Farmers Grain & Supply Co. burned July 14 with a loss of \$10,000, fully insured.—S.

Hampton, Neb.—The eltr. of the Hampton Mill & Grain Co., in which the Updike Grain Co. is interested, burned recently.

Ames, Neb.—The eltr. of Johnson & Graham, which is now nearly completed, will be equipped with two Hall Signaling Distributors.

Superior, Neb.—Southern Nebraska members of the Kansas Grain Dealers Ass'n will hold a meeting here the first part of August.

Wahoo, Neb.—We are building a coal shed with concrete floor in addition to our eltr.—Paul Cosandier, mgr. Citizens Lbr. & Gr. Co.

Rosalie, Neb.—The new eltr. being built by the Farmers Eltr. Co. will be provided with a Hall Distributor. The Cramer Construction Co. is doing the work.

Bloomfield, Neb.—The eltr. of the Farmers Grain & L. S. Co. has been purchased by its former sec'y and mgr., H. F. Cunningham. The name of the new firm will be the H. F. Cunningham Grain & L. S. Co.

Prosser, Neb.—The Farmers Grain & Stock Co. is erecting an eltr. It will be iron-clad, with concrete basement and hoppers and will be equipped with a 15-h.p. gas engine. G. H. Birchard has the contract.

Edgar, Neb.—We have completed our eltr. which now has a capacity of 25,000 bus. It is iron-clad and is equipped with the most up-to-date machinery. G. H. Birchard had the contract.—C. D. McIlroy, mgr. Farmers Commercial Ass'n.

Bruno, Neb.—The Farmers Eltr. Co. has let the contract to G. H. Birchard for the erection of a 25,000-bu. eltr. It will be iron-clad with concrete basement and hoppers and will be equipped with a gasoline engine. Work is already under way.

Merna, Neb.—Nicholas Jacquot, who died recently following an operation, was one of the most prominent grain dealers in the state and known to many others over the country. He was born in France in 1844 and came to this country in 1863, enlisting almost at once as a cavalryman in the Union army. At the close of the war he bot a farm in Illinois, coming to Nebraska in 1882. In 1887 he engaged in the livestock business and in 1891 he bot the eltr. of John D. Glad at Merna. A year later he built an eltr. at Ravenna. In 1896 he took his son Frank into partnership with him and bot the eltr. of Wirt Bros. at Anselmo, Neb. Mr. Jacquot was active in his business until two years ago when he retired and lived in California trying to regain his health. The deceased was prominent in other lines of activity and his loss will be severely felt. His son, Frank Jacquot, will continue the business. Ten other children and his wife survive the deceased.

OMAHA LETTER.

The first car of grain was unloaded in the new terminal eltr. of the Imperial Mig. Co. on July 15.

No one will rent sample table No. 13 at the Grain Exchange because of the usual superstition attached to that number and because the first two renters met with bad fortune. In spite of Sec'y Manchester's strongest arguments the table remains vacant.

A judgment for damages for the death of Melvin R. Gundy, a carpenter, employed in erecting the eltr. of the Nye Schneider Fowler Co., who fell with a staging in one of the bins, has recently been re-affirmed by the Supreme Court of Nebraska in favor of his administratrix, Lillian E. Gundy. Three of the judges dissented, holding the company not negligent and that the deceased assumed the risk.

NEW ENGLAND.

Wakefield, Mass.—The warehouse of N. E. Cutler burned recently.

Augusta, Me.—The Fuller-Holway Co. is erecting an eltr. and warehouse.

Keene, N. H.—The eltr. of G. H. Eames was struck by lightning recently. The loss was small.

Brattleboro, Vt.—While it is seldom that a new eltr. of any consequence is erected in New England, especially Vermont, there is a constant improvement taking place in all the present plants.—E. Crosby & Co.

North Adams, Mass.—The Berkshire Coal & Grain Co. has completed the alterations to its plant. The house has two legs, grinding and sacking machinery and has been equipped with an automatic scale. The house is 136x36 ft. and is three stories high.

NEW YORK.

Rochester, N. Y.—The grain and feed warehouse of William Jackling burned recently; loss, \$2,000.

Albion, N. Y.—The eltr. of Crowther & Kurtz, containing 2,000 bus. of beans, burned. The eltr. had just been equipped with new machinery valued at \$2,000. The loss, \$12,000, was partly insured.

New York, N. Y.—The Armour Grain Co. has acquired the Erie Eltr. from the estate of D. Ogden Mills and will do a great part of its exporting business from this port and less from Baltimore, Boston and Montreal.

Buffalo, N. Y.—The Alder-Stofer Grain Co. has been incorporated with a capital of \$50,000 by T. J. Stofer, H. Hannon and A. F. Chapin, of Buffalo. Mr. Alder will retire from active business on account of poor health, but will retain a financial interest in the firm. The business will consist of buying grain in the west and selling in the east and handling consignments.

NORTH DAKOTA.

Fargo, N. D.—The Farmers Eltr. Co. has been incorporated.

Dresden, N. D.—The Cargill Eltr. Co. is erecting an eltr. here.

Driscoll, N. D.—O. A. Krogan will erect a 60,000-bu. eltr. this summer.

Mott, N. D.—The eltr. of the Occident Eltr. Co. is being rapidly completed.

Crary, N. D.—D. C. McLeod has bot the eltr. of the Mnpls. & Northern Eltr. Co.

Leeds, N. D.—W. J. Gullen has been appointed mgr. for the Farmers Co-op. Eltr. Co.

Fairmount, N. D.—The Cargill Eltr. Co. has completed an eltr. located on the Gt. Northern.

Grand Forks, N. D.—The Farmers Eltr. Co. of Fosston, Minn., will erect a 25,000-bu. eltr. here.

Rolette, N. D.—The eltr. of McCabe Bros. has been dismantled and will be removed to Canada.

Grafton, N. D.—Chas. Hanson has bot the eltr. of the Federal Eltr. Co. which he has been leasing.

Taylor, N. D.—H. W. Brademeyers will erect a grain eltr. on his farm to have a capacity of 10,000 bus.

Towner, N. D.—F. I. Trotter, mgr. of the Farmers Eltr. Co., is charged with the embezzlement of \$8,000.

Lisbon, N. D.—The recently incorporated Equity Eltr. & Trading Co. has bot the eltr. of the Gt. Western Eltr. Co.

Amenia, N. D.—E. W. Chaffee, son of H. F. Chaffee, was married July 15 to Miss Jessie M. Beesley of Los Angeles, Cal.

Hurdsfield, N. D.—The Hurdsfield Farmers Eltr. Co., incorporated, incorporators: Ole Olson, L. Benshoof and Martin Hoag.

Huff sta., Mandan p. o., N. D.—The Farmers Eltr. Co. organized, capital stock, \$20,000. Chas. Roth, pres., I. P. Bendickson, vice-pres.

Stirum, N. D.—The Farmers Eltr. Co., incorporated, capital, \$25,000; incorporators: A. E. Stevens, A. M. Thompson and J. F. McDonald.

Walcott, N. D.—The Equity Eltr. & Trading Co., incorporated, capital, \$8,000; incorporators: John Kauffman, M. G. Myrhe and E. P. Stubson.

Beach, N. D.—The Golden Valley Farmers Eltr. Co., incorporated, capital, \$25,000; incorporators: F. A. Powers, F. J. Hill and Geo. Osch.

Edmore, N. D.—I will have charge of the eltr. of the St. Anthony & Dak. Eltr. Co. during the coming season.—J. H. Widness, La Prairie, Minn.

Rutland, N. D.—The Rutland Farmers Eltr. Co., incorporated, capital, \$10,000; incorporators: Andrew Hoflin, Chas. T. Nelson and John Flados.

McGregor, N. D.—The McGregor Farmers Eltr. Co., incorporated, capital, \$10,000; incorporators: C. F. Dittman, John J. Lynch, and A. F. Blume.

Birdsell, N. D.—The Farmers Eltr. Co., incorporated, capital, \$25,000; incorporators: Frank Eberly, Frank Coombs and Steve Healy, all of McClusky, N. D.

Beach, N. D.—The Farmers Eltr. Co. has been reorganized and the capital stock increased to \$25,000. The new company has taken over the property for \$10,000.

Merricourt, N. D.—The W. J. Webb Eltr. Co., incorporated, capital, \$10,000; incorporators: W. L. Smith and F. E. McCurdy of Bismarck and T. D. Wolf of Madison, Wis.

White's Spur, Kramer, N. D.—Edmund White will erect a 30,000-bu. eltr. here. The Farmers Co-op. Co. of Kramer will also erect a warehouse here of 30,000 bus. capacity. E. L. McCutcheon is sec'y.

Bismarck, N. D.—It is said that because of recent irregularities and losses in the conduct of co-operative companies the state may demand that a \$10,000 bond be deposited with the state for the protection of storage ticket holders instead of the \$5,000 bond now sufficient.

Colfax, N. D.—The eltr. of the Acme Grain Co. is closed.

Ayr, N. D.—The Ayr Farmers Eltr. Co. will erect at once a 40,000-bu. eltr. to replace the one burned last year. The house will be built upon a concrete foundation and will be connected with the present building with a continuous driveway. It will be equipped with two dumps. Chris Ellinsen is mgr.

McKenzie, N. D.—H. P. Goddard, in charge of one of the eltrs. here, recently discovered a package underneath the eltr. which contained 20 sticks of dynamite and 50 ft. of fuse together with some caps. It is believed that the explosives were concealed there some time ago by two criminals who had worked for farmers in the vicinity.

Bisbee, N. D.—A tramp came running into the business part of the town recently claiming to have discovered a fire underneath the eltr. of the Anchor Grain Co., which has been closed for the past two years. The fire was found and extinguished after which the man presented himself to the mayor saying that he had saved the town from a serious fire and asking for a reward in keeping with the value of his services. After some close questioning he quite willingly reduced his demands to a couple of good meals and a haircut and shave. He was furnished with these and left the town much dissatisfied with the results of his scheme.

OHIO.

Greenville, O.—Townsend Bros. are the successors of Townsend, Kerst & Townsend.

Troy, O.—The recently organized Troy Eltr. Co. has acquired the eltr. of Edwards Bros.

Arlington, O.—Ray McClelland, of Findlay, and A. L. Davis, of Arlington, have bot the eltr. of Farmer & Decker.

Bowlusville, O.—Geo. Leggate, of Westerville, has bot the eltr. of Louis Wasserman and will make many improvements.

Botkins, O.—The eltr. of the Shafer Grain Co. burned recently. Loss, \$15,000; insurance, \$7,000. The fire started in the basement.

Rockford, O.—The eltr. being erected for McMillen & Hoghe is to be of cement blocks, 25,000 bus. capacity and furnished with electric power. The house will be located on the Cincinnati Northern Ry.

Tipton, O.—H. H. Roose has awarded the contract to McAlister & O'Connor for the erection of a 40,000 bu. cribbed eltr. with concrete foundation and iron siding. It will be equipped with a Fairbanks Scale and will be run by steam power.

Findlay, O.—The Ohio Hay & Grain Co. has bot suit against the Isaac Harter Mfg. Co. of Fostoria, O., to collect \$124.65 because of the alleged failure of the defendant to properly dry a carload of corn in keeping with the agreement with the plaintiff.

Sommers Switch, Fremont p. o., O.—G. E. Sommers has given the contract to McAlister & O'Connor for the erection of a 25,000-bu. eltr. and corn crib here. It will be equipped with a sheller, a cleaner, two legs and power will be furnished by a gasoline engine.

TOLEDO LETTER.

The Lappe Grain Co. has bot suit against J. E. Crissman, of Windber, Pa., for \$1,197.38 for alleged refusal of three cars of oats. The plaintiff alleges that the defendant contracted to buy when oats were 54½c and that he refused to accept the consignment when oats were 36c.

Agitation is afoot for the erection of more storage room in Toledo. One prominent grain man points out the low cost of construction this year and the immense amount of grain on hand. He also believes that the present cheap storage charges should be advanced, thus encouraging the enlargement of present houses and the erection of new ones.

SALT	NEW BARRELS NEW SALT PROMPT SHIPMENTS
WRITE US FOR PRICES	
THE COLONIAL SALT CO.	
AKRON, O.	
MANHATTAN BLDG.	D. S. MORGAN BLDG.
CHICAGO BUFFALO, N.Y.	

Reduce Your Fire Insurance

The decrease in rate soon pays for the Automatic Hot Journal Alarm System

Installed in 75 Terminal Elevators.
Western Fire Appliance Works
542 S. Dearborn St., Chicago, Ill.

Best for You

THE largest, strongest and most efficient live stock commission organization in the world.

The fact that we handle more cattle, sheep and hogs than any other firm in existence, speaks for itself.

It is always safe to consign to

**CLAY, ROBINSON & CO.
LIVE STOCK COMMISSION**

Chicago
Sioux City
So. St. Joseph
East St. Louis
Denver

So. Omaha
Kansas City
So. St. Paul
East Buffalo
Fort Worth

DIRECT REDUCTION TABLES

for

**Wheat, Buckwheat,
Barley and Timothy**

reduce any weight of wheat from 100 to 5000 pounds by ten-pound breaks direct to bushels of 60 lbs.; 60 lbs. with 1 lb. dockage; 60 lbs. with 2 lbs. dockage; 60 lbs. with 3 lbs. dockage; 60 lbs. with 5 lbs. dockage; Timothy Seed, 45 lbs.; Barley, Hungarian Grass Seed and Corn Meal, 48 lbs.; Barley, 50 lbs. and Buckwheat, 52 lbs.

Nine tables, printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 cents.

GRAIN DEALERS JOURNAL

315 S. La Salle Street

CHICAGO, ILL.

The first car of new oats was received last week by the Goemann Grain Co. grading standard white and weighing 29½ lbs.

Reuben S. Crompton, a local hay dealer, was arrested recently by Joseph Liebeck, of Chelsea, Mich., who charges him with the forging of a B/L for a car of hay.

OKLAHOMA.

Vinita, Okla.—The eltr. of the Union Grain Co. was struck by lightning recently. Damage slight.—S.

Covington, Okla.—We have installed a 1,000-bu. Richardson Automatic Scale and made other improvements.—McCafferty & Thorp.

Coweta, Okla.—The eltr. of the Peden Grain Co. valued at \$4,500 and the mill of Gwynn & Griffith valued at \$3,500 burned July 15.—S.

Thomas, Okla.—The J. W. Wheeler Grain Co. has been incorporated by J. W. Wheeler and L. Tucker of Thomas and W. O. Wheeler of Weatherford, Okla.

Chickasha, Okla.—The Roff Grain Co. has brot suit against the Ninnekah Grain & Eltr. Co., of Ninnekah, Okla., for \$970.77, charging a breach of contract in the shipment of corn.

Oklahoma City, Okla.—The final order in the grain rate case has been issued by the state corporation commission and the new rates, which mean a reduction of from 20 to 35% from the old rates became effective July 24. The order applies to all intrastate shipments of grain and hay and was issued to all railroads operating in the state. The schedule on wheat and similar products runs from 4.2c per hundred lbs. to 16c for hauls in excess of 390 miles. Shipments moving over two lines take an arbitrary of 3c and a 5c arbitrary over three lines. On corn and alfalfa meals the minimum is 3.5c and the maximum 14c with a 2c arbitrary for hauls over two lines and a 4c arbitrary when over three lines. The rate on hay, straw and corn husks varies from 4c for 5 miles to 18c for 400 or more miles. Minimum weights allowed are 17,000 lbs. for hay, straw or shucks; 24,000 lbs. for grain products and mixtures which are packed in packages; 30,000 for oats, barley, alfalfa and kaffir corn, and in the case of wheat, corn and rye the marked capacity of the car. Mills and eltrs. must keep a daily record of all such shipments to include both inbound and outbound tonnage and carriers shall have the authority to appoint inspectors to inspect such statements.

OREGON.

Maupin, Ore.—The Balfour, Guthrie Co. has built a warehouse here.

PENNSYLVANIA.

Annville, Pa.—We are contemplating the erection of an eltr.—Meyer Mfg. Co.

Waynesboro, Pa.—The grain warehouse of West & West was struck by lightning recently.

Richland, Pa.—N. L. Kalbach, for many years in the eltr. business here, died recently aged 76. The business will be continued by his nephew, Charles Kalbach.

PITTSBURGH LETTER.

The bulletining of cars has been discontinued by the B. & O. because of the ruling of the Interstate Commerce Commission which requires that information concerning receivers and shippers of grain must not be disclosed and other roads will probably do so also. It is that that business will be much interfered with if this rule is to be strictly adhered to and a movement is on foot to take the matter up with the Commission further with the view of setting aside the rule.

Pres. Joseph A. McCaffrey, of the Grain & Flour Exchange, has appointed the following as members of the terminal elevator and warehouse committee: D. V. Heck, R. V. Harper, J. C. Moore, R. E. Austen, J. A. A. Geidel and Samuel Walton. Louis

Veihl, W. N. Gordon and James Brown compose the committee on scales and weighing while the committee on arbitration will consist of William Henry, H. B. Oursler, R. A. Sheets, Henry Schnellbach, Elmer Guyton, P. M. Pfeil, C. V. Herb, George Valloue, George Moore, J. A. Letsche, John Kirsch, C. N. McKee, E. P. Junker, Henry Henning and J. C. Gillespie.

PHILADELPHIA LETTER.

James J. Rodgers, of Richardson Bros., has become a member of the Commercial Exchange.

W. D. Roe & Son, of Suddersville, Md., have been admitted to membership in the Commercial Exchange. James J. Rodgers, of Richardson Bros., has applied for membership.

Over a million dollars will be spent in improving the docks and wharves along the Delaware and Schuylkill river front thus greatly improving the facilities for shipping grain.

The Stock Exchange has decided to move out of its present building and offer it for sale and it may be decided by the Commercial Exchange to buy the property and remove from the Bourse. During the presidency of Walter F. Hagar a change was made in the by-laws allowing the investment fund to be increased to \$200,000. It was then announced in an official way as preparing for a future home for the Exchange.

The Liverpool corn embargo special committee has been taking testimony to enable them to report a plan for opening the foreign market again to the grain trade of this city. A special committee has been chosen to draw up a report for presentation to the directors of the exchange for action covering the full details of the nearly two-months investigation. This body consists of Chairman Antonio Sans, W. M. Richardson, James L. King, Walter F. Hagar, Samuel Bell and Samuel L. McKnight, pres. of the Exchange. The claims, in some cases, are said to be as high as 17c per bu. for the whole cargo of corn, which is nearly 30% of the whole value, the total expense being so heavy as to preclude a money settlement.—S. R. E.

SOUTH DAKOTA.

Groton, S. D.—The Farmers Eltr. Co. has enlarged its eltr.

Sisseton, S. D.—S. P. Peterson has been chosen mgr. of the Farmers Eltr. Co.

James, S. D.—The Ferney Farmers Eltr. Co. has bot the eltr. of the Bagley Eltr. Co.

Sinai, S. D.—The Farmers Eltr. Co. has opened its eltr. with Eugene Evans as mgr.

Dempster, S. D.—Work upon the eltr. of the Dempster Co-op. Grain Co. is well under way.

Lemmon, S. D.—The feed and grain stores of Evanson & Keller were burned. Loss, \$7,000.

Bridgewater, S. D.—Gottlieb Heckenlaible is making considerable improvements on his eltr.—F.

Gayville, S. D.—Julius Olson has been elected mgr. of the Farmers Eltr. Co. for the coming year.

Kimball, S. D.—Geo. W. Bray has been re-engaged as mgr. of the Brule County Farmers Co-op. Co.

Menno, S. D.—J. H. Swanton, one of the first grain buyers of the town, will move to Sioux Falls, S. D., to live.

Dante, S. D.—M. King, of Sioux City, Ia., has dismantled his eltr. at Ravinia, S. D., and will rebuild it here.

Kidder, S. D.—The eltr. of the Kidder Eltr. Co. burned July 16 with \$9,000 bus. of grain. The loss is covered by insurance.

Neuberg, S. D.—The Neuberg Farmers Eltr. Co. has decided to erect a dwelling for its mgr. who at present is J. C. Weiner.

Bryant, S. D.—J. V. O'Connell is no longer mgr. of the Bryant Eltr. Co.

Langford, S. D.—Garfield Beach, buyer for the Farmers Union Eltr. Co., was married recently to Tina M. Laing, of San Francisco, Cal.

Hecla, S. D.—The Farmers Eltr. Co. has bot the eltr. of the Sleepy Eye Mfg. Co. The company will probably erect a new house next year.—F.

Winner, S. D.—The Doane & Sears Co., of Dallas, S. D., will erect an eltr. here. This town is on the new extension of the C. & N. W. from Dallas.—F.

Frankfort, S. D.—The Frankfort Farmers Eltr. Co. has decided not to build this year because of crop conditions. The contract for an eltr. had been let.—F.

Bath, S. D.—The eltr. of the Independent Eltr. Co. will be closed this season. W. E. Smith, the mgr., has accepted a position with the Empire Eltr. Co. in North Dakota.

Langford, S. D.—We will reshingle our eltr. here and do considerable repairing. The eltr. of the Brown County Farmers Eltr. Co. will be closed this season.—H. A. Halvorsen, agt. Empire Eltr. Co.

Gettysburg, S. D.—Owing to the poor crop conditions we have postponed the erection of an addition to our eltr. I will sever my connection with this company.—O. V. Lehman, mgr. Farmers Eltr. Co.

Lebanon, S. D.—The Farmers Eltr. Co., which is building an eltr. here, has been incorporated with a capital stock of \$25,000. Thos. Mikkelsen is pres., Dan Carroll, vice-pres., L. A. Jackson, sec'y and R. A. Jackson, treas. S. W. Crane, O. W. Beach, John Nilander and Matt Heegan are directors.

Letcher, S. D.—During the year ending May 31, 1911, the Farmers Eltr. Co., which has two eltrs. at this station, handled 99,825 bu. of wheat; 110,743 bu. of oats; 123,952 bu. of shelled corn; 6,305 of flax; 1,829 bu. of barley; at a net gain of \$7,660. The general expense of the company was \$2,651; gasoline \$265; insurance \$529; interest \$630; storage \$141; taxes \$64; directors \$132; ass'n fees \$20; total expense \$4,435. Inasmuch as the company derived a profit of \$2,026 from handling coal, twine, flour, etc., and \$53 from cleaning grain and sale of screenings, its net income amounted to \$5,244.

SOUTHEAST.

Winston-Salem, N. C.—W. M. Turner is erecting a grain warehouse.

Inwood, W. Va.—A. M. Horst has leased the eltr. of the Cumberland R. R. Co.

Mobile, Ala.—The eltr., warehouse and stock food factory of the Zimmern Grain Co. is nearly completed. The eltr. will have a capacity of 25,000 bus.

Jacksonville, Fla.—The Jacksonville Board of Trade has issued a convenient 15-page directory of its officers and committees, giving the duties and 'phone numbers of each individual.

Richmond, Va.—C. W. Wingfield has been elected pres. of the Grain Exchange and J. E. Cox was selected as vice-pres. The arbitration committee will consist of John F. Jacob, Nat Frazier, W. F. Richardson, Jr., W. F. Green and J. E. Cox, Jr. John R. Cary, B. Lorraine, S. T. Beveridge, William P. Wood and W. M. Lewis compose the appeals committee, and S. T. Beveridge, W. G. Bragg, S. R. Gates, W. T. Selden and Edward Alvey, the grain committee.

TENNESSEE.

Nashville, Tenn.—Fire which started in an empty box-car near the building of the W. W. Morehead Grain Co. spread to the building and caused a loss of \$5,000 fully insured.

Nashville, Tenn.—Traffic representatives of the railroads interested in the question of reshipping at Nashville have decided to ask for more time and have requested that Nov. 1 be set as the date of the hearing.

Greeneville, Tenn.—H. C. Remine has been appointed by Commissioner of Agriculture Peck as feed and grain inspector for the eastern part of the state.

MEMPHIS LETTER.

John Wade & Sons are putting in a mixed-feed plant.

Prices have gone away beyond what I expected they would.—S. F. Clark.

We are demoralized by the prices in the country. We don't know whether we are afoot or horseback.—T. B. Andrews.

The corn crop situation is alarming, the price is going higher. Wheat is at bottom in this market.—L. R. Donelson.

The addition to the eltr. of the Riverside Grain Co. has been completed. Kaucher, Hodges & Co. had the contract.

I believe the supply of corn in the south will carry them over to the next crop. And the outlook for the new crop is good.—W. P. Brown.

Memphis will do a better business this year than last. Last year we handled only 60% of the amount handled the year before.—L. P. Cook.

Grain has been coming pretty lively recently. Receipts were light before because of price.—W. E. Stainbach, mgr. Rainer, Connell & McFadden.

S. R. Green, of the Cherokee Commission Co., and E. S. Anderson of Jacket & Anderson, Covington, Tenn., have been elected to membership in the Merchants Exchange.

TEXAS.

Miami, Tex.—My eltr. is now completed.—J. W. Philpott.

San Antonio, Tex.—The Alamo Commission Co. has been dissolved.

Dallas, Tex.—S. L. Estes and C. K. McGowan are the owners of the Texhoma Hay & Grain Co.

Houston, Tex.—The South Texas Grain Co. is erecting a warehouse to replace the one recently burned.

San Antonio, Tex.—C. W. Dorman, who formerly operated at Winfield, Kan., under the name of C. W. Dorman & Co. and the Winfield Grain Co., is doing business here under the name of the Dorman Brokerage Co.

Ft. Worth, Tex.—E. R. Kolp of E. R. & D. C. Kolp went to New York via Havana by boat from Galveston, up the Hudson river by boat, then by easy stages to Chicago and Waukesha where he is riding a bicycle to renewed health.

Ft. Worth, Tex.—The state railroad commission has added to commodity tariff No. 2B a provision that carload shipments of grain and grain products, etc., originating at Texas points and destined to Texas points when loaded in cars containing minimum weight, straight or mixed carloads of grain, grain products, field seeds or mixed stock food from interstate points, will be subject to the local carload rate, actual weight, on each of the additional commodities so loaded, from milling or elevator points to destination. Effective, July 12.

UTAH.

Salt Lake City, Utah.—The recently incorporated Granite Grain & Produce Co. will erect a large concrete eltr.

WASHINGTON.

Buellton, Wash.—The Moscow Grain Co. has sold its eltr. and business to the Spokane Mig. Co.

Warden, Wash.—The warehouse of McDonald & McBean burned recently and 30,000 empty sacks were destroyed. The eltr. of the Farmers Eltr. Co., adjoining the warehouse, was attacked but was saved.

WISCONSIN.

Durand, Wis.—John J. Black has completed an eltr. here and has put it in operation.

Lake Geneva, Wis.—J. E. Burton has retired from the firm of Burton, Dennison & Davidson.

Manitowoc, Wis.—The Manitowoc Malting Co. has increased its capital stock from \$300,000 to \$500,000.

Chippewa Falls, Wis.—The D. O. McGuire Grain Co. is erecting an eltr. Paul Wenzel has the contract.

Sheboygan, Wis.—S. Grasser & Co. are adding a 3rd story to their building which will increase the capacity of their eltr. by 10,000 bus.

Madison, Wis.—The State Bankers Ass'n has voted to aid the College of Agriculture in the distribution of pure seed grains among the farmers of the state.

River Falls, Wis.—The Equity Warehouse & Eltr. Co., which recently bot the eltr. of Elliott & Wasson, has increased its capital stock from \$8,000 to \$16,000.

Ripon, Wis.—T. S. Chittenden, of T. S. Chittenden & Co., who was injured recently in an auto accident, is dead. The business will be continued by Fred T. Chittenden.

Stoughton, Wis.—We will move our mill one block from its present location on account the city purchasing the old mill property and will remodel and engage in feed and grain business. We expect to have it completed within two months.—W. H. Dearborn, prop. Stoughton Feed Mill.

Demurrage Rules.

The following interpretation of the demurrage rules of the American Ry. Ass'n have been recommended by the Interstate Commerce Commission in conference ruling No. 313:

RULE 2—FREE TIME.—(a) When the same car is both unloaded and reloaded, each transaction will be treated as independent of the other.

(b) 1. Applies to cars held on carrier line for disposition. A change of consignee after arrival of car at destination is not a reconsignment under these rules, unless a switching movement covered by a tariff is involved. It also includes cars held in transit for reconsignment. (See also (b) 3.)

It also applies to cars held on the carrier line within a switching district consigned to a point on a switching line within such district, which can not be received on account of disability of the consignee. The carrier line must in all cases give notice in writing to the consignee of all cars so held. Time will be computed in accordance with Rule 3 (b), following.

RULE 3—COMPUTING TIME.—(b) when orders for cars held for disposition or reconsignment are mailed, such orders will release cars at 7 a. m. of the date orders are received at the station where the freight is held, provided the orders are mailed prior to the date received, but orders mailed and received on the same date release cars the following 7 a. m. Note—The exemption of holidays does not include half holidays.

RULE 4—NOTIFICATION.—When cars are for delivery to public team tracks, and placement is delayed for more than 24 hours after notice of arrival is given, a notice of placement must also be given to the consignee, and the free time for unloading computed according to the notice of placement.

RULE 7—DEMURRAGE CHARGE.—Charges accruing under these rules must be collected in the same manner and with the same regularity and promptness as other transportation charges.

Buy a
SONANDER
Automatic Scale
and you won't have to guess
THE WINTERS-COLEMAN SCALE CO.
SPRINGFIELD, OHIO

Kennedy Car Liners

—ARE—

the surest protection obtainable against leakages in transit.

They range in price from 50 cents to \$1.50 per car.

For full particulars write to

Fred W. Kennedy, Shelbyville, Ind.



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Capital \$2,000,000 Deposits \$29,259,966.56.
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R. U. LANSING, Mgr. Bond Dept.
M. K. BAKER, Asst. Mgr. Bond Dept.

Direct Reduction Tables for Corn and Oats

Reduce any weight of corn from 100 to 5090 pounds, by ten-pound breaks, direct to bushels of 56 lbs.; 56, with one pound dockage for dirt; 68, 70, 72, 75 and 80 lbs. The 56-lb table may also be used for reducing rye and flaxseed to bushels. Oats are reduced to bushels of 32, 33 and 35 pounds.

Ten tables printed from large type on card board, size 10½ x 11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 Cents.

Grain Dealers Journal
315 S. La Salle Street CHICAGO, ILL.

A TRIPLE SUCTION GRAIN Separator.

After a close study of the principles of grain cleaning and with a knowledge of the requirements gained by long experience in the grain business, T. O. Helgerson has designed a grain separator in which the action of air and screens is claimed to have been reduced to an exact science. Instead of blowing air thru a box in a haphazard way, Mr. Helgerson applies air suction to the stream of grain just where, when and in the strength required and thus obtains definite results in a definite way. This is the explanation of the remarkably effective separation made by this machine, the Cyclone Triple Suction Cleaner and Separator, which is illustrated in the engraving herewith.

In the sectional view herewith, A is the hopper; B, feed pan; C, straw scalper; D, upper shoe screen; E, suction leg No. 1; F, suction leg No. 2; G, suction leg No. 3; H, fan; K, air current gage; M, cyclone; N, conveyor of suction products; P, conveyor of screenings; R, wheat gang of zinc sieves; S, conveyor of oats.

The tilting feed pan regulates and distributes the flow of grain, automatically and forcibly, evenly across the width of the machine upon a short scalping sieve where sticks, straws, lumps and unthreshed grain are taken out. From the straw scalper the grain passes over a fine screen about 36 or 40 inches before reaching the first suction leg, which gives the oats and all light foreign matter a chance to work to the top so that the suction can lift it out. This is repeated three times. Then the grain passes on to a scalping system of nine zinc sieves on Helgerson's lap design, where everything is taken out that was too heavy to be lifted by the suction or too large to pass thru the screen on the upper shoe.

The wheat gang takes the large heavy oats out of the wheat, the barley gang takes the heavy oats out of barley, or in cleaning oats here are removed the rose balls, dog fennel and everything else that the suction has not taken out.

The adjustable shake is valuable in adapting the machine to the different grains. The shake on this machine can be changed from $\frac{1}{8}$ inch to 1 inch shake by the simple turning of a set screw. With a lot of oats in the wheat it requires a longer shake.

All the dust and dirt lifted out by the cyclone is saved and can be sold for feed. Nothing blows out of the machine but clean air.

The machine is built of selected maple. Permanent rigidity is obtained by heavy rodging and bolting at every joint, so that perfect alinement of the operating parts can be maintained. The movement of the machine is perfectly counterbalanced by the upper and lower shoes moving in opposite directions, making any upper floor bracing entirely unnecessary, as the machine stands perfectly still while in operation. Additional information will be given readers of the Journal on application to the manufacturers, the Fosston Mfg. Co., Merriam Park (St. Paul), Minn.

Edward L. Harper, once a heavy speculator in wheat, and who is said to have lost \$6,000,000 in an attempt to corner the Chicago wheat market in 1887, recently pleaded poverty before a New York City judge during proceedings on a judgment obtained by one of his creditors.

Supply Trade

Chicago: Hess Driers of small size have just been sold for early shipment to Mexico and Great Britain.

St. Paul, Neb.: Announcement is made of the recent marriage of Mr. W. H. Cramer to Miss Elizabeth Bonner at North Platte, Neb., July 12th.

Hastings, Neb.: I am going out of contracting business, and will locate in Oregon, expecting to take up the fruit growing business.—I. J. Herring.

Little Rock, Ark.: Kaucher, Hodges & Co., contracting engineers, headquarters at Memphis, have opened a branch office in the Builders Exchange, State National Bank Bldg.

Madison, Wis.: Fuller & Johnson Mfg. Co. has sold its farm implement business to the Madison Plow Co., and hereafter will devote its entire time to manufacturing gas and gasoline engines.

Frankfort, Ind.: There are very few elevators changing hands at the present time: Buyers are expecting lower prices, but there is no promise of greater bargains than can be had now.—John A. Rice.

Some advertisers say, when trade is good: "We will discontinue advertising and save money." As well might the captain of the ocean liner say: "We are making good headway now; put out the fires and save coal."—*Mahin's Magazine*.

St. Louis, Mo.: Henry H. Allen has been promoted to the management of St. Louis factory of the Bemis Bros. Bag Co., advancing from his recent position as head of the Kansas City factory. J. S. Bemis will continue at St. Louis, devoting more attention to general executive matters. W. C. Singler is to

be the new manager at Kansas City, coming from the Indianapolis factory.

PRIOR TRANSACTION NO Ground for Cancellation.

Early Grain & Elevator Co., Amarillo, Tex., v. J. E. Mugge & Co., San Antonio, Tex., before the arbitration committee of the Texas Grain Dealers Ass'n.

The testimony shows that on Oct. 26, 1910, plaintiff sold to defendants thru Gaines-Ramage Co., brokers, one car good, sound, clean kaffir corn, at \$1.45 per 100 lbs., sacked, delivered San Antonio, ten days shipment, to be shipped subject to inspection and arrival draft. The car was shipped Nov. 3, 1910, and the plaintiff made arrival draft but sent same protest. On Nov. 5 defendants wrote plaintiff to cancel the order. This plaintiff declined to do, and considerable communications by wire and letters resulted between the parties hereto, and finally the car was sold in San Antonio to Jos. Courand at \$1.35, a loss of \$30 from plaintiff's original invoice to defendants.

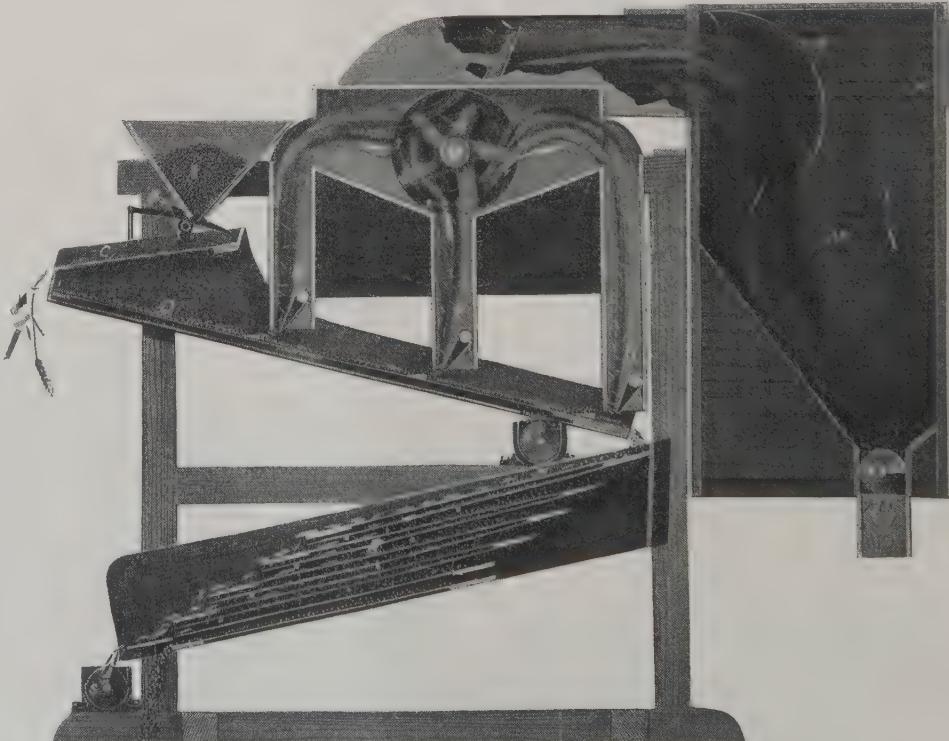
The defendants state that they canceled the order for reason that plaintiff had mistreated them in some previous transactions in regard to shipments of hay, and pled this as their reason for canceling the order for the kaffir corn, and ask that this be considered as an off-set to the claim of plaintiff.

The plaintiff delivered the car of kaffir corn to Jos. Courand at \$1.35 and rendered a bill for the loss of 10c per bushel, brokerage of \$5.00, protest and cost of telegrams, all amounting to \$42.41, which defendants declined.

We are of opinion that defendants had no right to cancel the order for the sole reason that they were dissatisfied with some previous transaction as an off-set to this claim. No specific damage is claimed; nor is there any bill for a certain amount filed with us as counter-claim. We must therefore find in favor of the plaintiff, but will eliminate the claim for protest, brokerage and telegrams. Had the car actually been delivered, the plaintiff would have been charged the brokerage. We refuse the protest charge of \$4 for the reason that plaintiff should not have sent his arrival draft protest, and the charge for telegrams for the reason that practically all the telegrams referred to other matters.

It is therefore ordered that the defendants, J. E. Mugge & Co. promptly pay to Early Grain & Elevator Co. at Amarillo, Texas, the sum of \$30 and the secretary is directed to return plaintiff's deposit fee.

A. B. Crouch, R. T. Dorsey, Committee



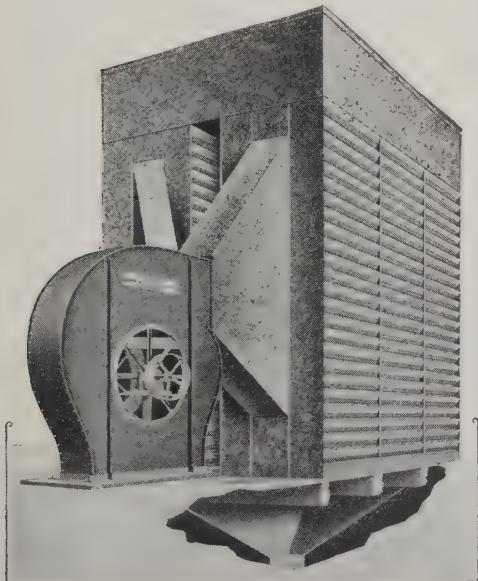
Sectional View of the Triple Suction Grain Separator.

A NEW GRAIN COOLER.

A new grain cooler and conditioner has been placed upon the market by the Hess Warming & Ventilating Co., which no doubt will quickly win a place in many mills and elevators. The machine is designed primarily to renovate and preserve and cool grain, arrest heating and stop fermentation, so that it can be shipped with safety. As no heat is used in the Hess Cooler, it may be installed in any house, without increasing the cost of insurance.

The Hess Cooler is constructed of galvanized steel, all parts being smooth and tight, so that the grain will not clog and cannot leak out, the aim being to permit the handling of the finest seed or the coarsest grain with ease.

The Cooler is made in sizes ranging in capacity from 500 to 2,500 bu. per hour. The smaller size is formed of three



Hess Cold Air Conditioner.

vertical compartments placed close together, so that the outside air can be blown into inside compartment and out thru the two zig-zag columns of grain on either side, thus insuring similar treatment of all particles.

The Cooler is self-cleaning, and all contents quickly run out when the valve below is opened. A low pressure fan of large size is supplied with each cooler, so that with very little power, a large volume of cool, fresh air can be passed thru the grain, driving out the heat, carrying off the moisture, and expelling odors of mustiness. It has been used very successfully in removing dampness and sulphur fumes from bleached oats, cooling and sweetening them to perfect condition.

The manufacturers have such confidence in the machine that they express the willingness to install one in any elevator of a responsible grain dealer on 60 days trial, without expense, if it fails to come up to their representation. Surely a fairer guarantee of efficiency could not be asked.

The Minnesota exhibit committee of the National Land Show to be held in St. Paul in December, has decided to make grain a feature of the show, and has requested that bundles of grain 6 inches in diameter be selected and kept in a dark place to preserve the color.

How to Fight Grasshoppers.

Grasshoppers are credited with having destroyed much of the oats in some sections and in others with threatening the corn. In Ohio the pest has done so much damage the Ohio Agricultural Experiment Station has put out a Press Bulletin by Prof. H. A. Gossard in which he says:

From many quarters of the State we are receiving reports of damage by grasshoppers. Since we must not only suffer from their depredations the present season, but may also have to contend against even greater numbers of them next year, if they are allowed to breed unmolested, this statement of methods of fighting them is submitted at this time.

For protecting gardens and limited areas from their attacks, good results are usually obtained from using a poisoned bran mash, prepared as follows: Stir together, while dry, two pounds of Paris green and twenty-five pounds of bran, then moisten with water that has been sweetened with molasses or dissolved sugar, making a wet but not sloppy mash. For plants set about three feet each way, use a tablespoonful near each plant, or the mash may be sown over the field broadcast. One treatment should not cost over one dollar per acre, labor not included. Keep poultry away from the poison.

The Cridle mixture has been used very successfully in the Canadian provinces and in some of the States for destruction of young grasshoppers on a large scale. This is a mixture of horse droppings, salt, Paris green and water. The efficacy of the mixture depends upon the liking of these insects for salt. To prepare the mixture, take 100 lbs. of horse droppings, preferably fresh, two lbs. of salt and one lb. Paris green or an equal quantity of white arsenic or else three pounds of arsenate of lead. One and one-half bushels of horse manure by measure is about right, if it is inconvenient to weigh the material. Use only the droppings free from straw and litter. Stir the poison into a gallon or so of water and then with a fork, hoe or other suitable utensil, mix all the ingredients together in a barrel, gradually adding a pailful of water as mixing proceeds. Water should not be added in sufficient quantity to cause dripping when the mass is ladled. The salt may be dissolved in the water before it is added. A large shovelful is used for every three or four square rods, being placed in heaps of a shovelful each about two rods apart each way. If it is wished to intercept the migration of the grasshoppers into a special field, protection is secured by putting shovelfuls of the mixture a rod apart around the borders of the field. This remedy is most effective if used in early Summer but is of considerable value later in the season for the half grown and adult insects. So far as reported, poultry and valuable birds are not endangered by this remedy.

In a report recently issued by the U. S. Dept. of Agri., Cecil Salmon, the plant physiologist, urges winter wheat for a dryland crop in western South Dakota, with thin seeding drilled in.

After lying in the hand of a mummy more than a thousand years, it is alleged ten grains of wheat sent to a farmer and planted near Greeley, Kan., produced eight stalks of wheat that promise a superior variety.

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Supreme Court Decisions

Warehousemen.—A pledge of warehouse receipts symbolically passes possession to the pledgee. *In re Rohrer*. U. S. District Court, Southern District of Ohio. 186 Fed. 997.

Revocation of Submission to Arbitration.—At common law a submission to arbitration was revocable at any time before the award was actually made.—*Pizzini v. Hutchins*. Supreme Court of New York. 127 N. Y. Supp. 1043.

Arbitration Final.—Where an arbitration is without exception or appeal, the award can only be successfully attacked on the ground of fraud.—*Corey Coal Co. v. New York & Cleveland Gas Coal Co.* Supreme Court of Pennsylvania. 79 Atl. 812.

Agent's Authority to Bind Carrier.—A carrier's local agent, on receiving a shipment, could bind the carrier by an agreement not to deliver without surrender of the B/L which the shipper attached to a draft upon the consignee.—*Sturges v. Detroit, G. H. & M. Ry. Co.* Supreme Court of Michigan. 131 N. W. 706.

Limitation of Carrier's Liability.—Where there is evidence in the case from which a jury may infer an absence of assent by the shipper to the limitation of liability contained in the B/L, the question whether such assent was in fact given was for the jury.—*Cohen v. United States Express Co.* Supreme Court of New Jersey. 79 Atl. 1053.

Measure of Damages.—The measure of damages in an action by consignee for failure of a carrier to deliver goods, for which the consignee held B/L, after a settlement with a consignor, is the value of the goods at the place of consignment less the freight, with interest on the net amount.—*F. H. Smith Co. v. Louisville & N. R. Co.* St. Louis Court of Appeals, Missouri. 137 S. W. 890.

Penalty for Delay in Transportation.—Where goods are delivered to a carrier for transportation and a B/L issued, the title, in the absence of any direction or agreement to the contrary, vests in the consignee, who alone is the party aggrieved with Revision 1905, §2632, imposing a penalty for delay in transporting freight.—*Elliott v. Southern Ry. Co.* Supreme Court of North Carolina. 71 S. E. 339.

Note Given in Bucket Shop Transactions.—There being no statute in Indiana making a note given for payment of differences on gambling transactions in grain or securities void in the hands of an innocent purchaser, such holder may enforce its payment against the maker, regardless of the fact that it was given for an illegal consideration.—*Wilson v. National Fowler Bank*. Appellate Court of Indiana. 95 N. E. 269.

Principal and Agent.—A principal may maintain an action on a written contract to buy wheat made by an agent in his own name, and by parol evidence the agent may prove that his principal was the real party in interest, notwithstanding the rule of law that an agreement reduced to writing may not be contradicted or varied by parol.—*Schmucker v. Higgins-Roberts Grain Co.* Supreme Court of Oklahoma. 116 Pac. 184.

Crop Lien.—An agreement between a landlord and a tenant of a farm for a year that the hay and straw raised on the farm should be kept thereon does not, in the absence of any reservation of title in the landlord, give him such title as will enable him to maintain an action for trover, on the tenant removing the property from the farm; but his remedy is for breach of the agreement.—*Horton v. Amoral*. Supreme Court of Rhode Island. 80 Atl. 124.

Ordinance Against Incorrect Scales.—The defective, incorrect condition of scales, by reason of the dial facing customers being too fast, is not cured, so as to relieve the one using them from the penalty of the ordinance, by the dial facing the salesman being correct.—*City of New York v. International Provision Co.* Supreme Court of New York. 129 N. Y. Supp. 212.

Statement of Weight of Packages.—A law of this state requiring packages containing articles of food to be branded with a statement of the net contents by weight when offered for sale in the retail trade imposes no obligation upon the manufacturer in a foreign state. The requirement operates alone upon the dealer who is selling the product at retail as a part of the body of the property of the state and exclusively under state control.—*Ex parte Agnew*. Supreme Court of Nebraska. 131 N. W. 812.

Consignee's Delay in Presenting B/L.—Where in an action for delay in the delivery of a car load of corn the carrier relied on the contributory negligence of plaintiff in failing to present the B/L, and the evidence showed that when the corn arrived at the point of destination the carrier charged the freight on it to plaintiff and accepted payment for the freight without the presentation of any B/L, evidence that it was not the custom of plaintiff to present B/L was admissible.—*W. B. Johnson & Co. v. Central Vermont Ry. Co.* Supreme Court of Vermont. 79 Atl. 1095.

Extension of Contract.—A seller of corn for delivery during January failed to deliver during that month, but recognized the contract as still executory as late as Mar. 4. Subsequently he notified the buyer that he would insist on a settlement according to the rules of the trade, which required the buyer at the end of the month to go into the open market and purchase corn. Held, that the seller could not rely on the failure of the buyer to go into the market on the last day of January and purchase corn to defeat a recovery by the buyer of any loss suffered.—*McCaull Dinsmore Co. v. Fritzson Grain Co.* Supreme Court of Iowa. 131 N. W. 758.

Sample of Hay in Evidence.—On the trial of an issue as to whether the hay alleged to have been sold was good merchantable hay as provided by the contract of sale, it was error to admit as an exhibit a bundle of such hay for the inspection of the jury, as the jurors had not qualified on the question of whether they knew what good merchantable hay was in the market where this hay was sold; and especially is that true in this case as the sample introduced was not proven to be a fair sample of the hay alleged to have been sold. The merchantable quality of said hay should have been determined or established by the evidence of experts or by men who knew what merchantable hay was in the markets where this hay was sold, and who had inspected said hay or an average sample of it.—*Trego v. Arave*. Supreme Court of Idaho. 116 Pac. 119.

Liability of Broker.—A car load of apples, shipped to a buyer with draft attached to B/L, was delayed and arrived when, because of financial depression, the buyer was not allowed by his bank to withdraw funds to meet the draft. The buyer and the broker who made the purchase wired the seller asking release of the car, promising payment in 30 days. The seller wired the broker offering to release on his guaranty of payment. The broker wired a refusal to guarantee, and stated he could get a 30-day note. The seller wired back, "Prefer releasing car to you, you making settlement with [buyer]. Will give you thirty days' time. Answer." Broker wired reply, "Release to us at once. Will do the best we can on settlement." Held, that the correspondence did not constitute a rescission of the original sale and a new sale to the broker, or a guaranty of payment, so as to make the broker liable for the price.—*Barry v. Wm. Roylance Co.* Court of Civil Appeals of Texas. 137 S. W. 1168.

Transfer of B/L.—Where a customer of a milling company orders flour, which is consigned by the milling company to itself, with a memorandum on the bill of lading to notify the customer, and contemporaneously the milling company draws a draft for the price of the flour on the customer, payable to a bank, to which is attached the B/L indorsed in blank, and deposits with the bank the draft with B/L attached, and the amount of the deposit is credited to the depositor's general account and drawn against by him, the bank becomes the purchaser and owner of the draft and B/L; and the title of the bank to the flour is superior to a subsequent lien against the milling company.—*National Bank of Webb City, Mo. v. J. H. Everett & Son*. Supreme Court of Georgia. 71 S. E. 660.

Assignment of Landlord's Lien.—A tenant mortgaged his crop of rice for advances made and to be made, and, when the crop was grown, removed it from the premises, and delivered it to the mortgagee, and the landlord then asserted a landlord's lien against the mortgagee, and in order to make a sale of the rice, the mortgagee promised the landlord that he would pay the amount of the lien, and the landlord agreed to look to the mortgagee for payment of the tenant's indebtedness, altho the tenant was not a party to the agreement and did not ratify or acquiesce in it. Held, that the agreement amounted to an equitable assignment to the mortgagee of the rents due to the landlord.—*Sweeney v. Farmers' Rice Milling & Storage Co.* Court of Civil Appeals of Texas. 137 S. W. 1147.

Failure to File Reduced Rate.—Interstate Commerce Act Feb. 4, 1887, c. 104, § 6, 24 Stat. 380 (U. S. Comp. St. 1901, p. 3156), as amended by Act June 29, 1906, c. 3591, § 2, 34 Stat. 586 (U. S. Comp. St. Supp. 1909, p. 1153), declares that every common carrier subject to the act shall file with the Interstate Commerce Commission and print, post, and keep open to public inspection schedules showing rates, fares and charges for transportation between different points on its own route and points on the route of any other carrier by railroad, etc. Held, in a prosecution against certain interstate carriers for shipping certain freight at a 10-cent rate, when the published and filed rate was 15 cents per hundredweight, evidence that the 10-cent rate had been published by defendant's connections and sent "broadcast," though not filed, was inadmissible as a matter of defense, since the charging of a rate less than the filed rate constitutes a concession to the shipper, in violation of the act, as a matter of law.—*United States v. Merchants' & Miners' Transp. Co.* U. S. Circuit Court, Southern District of Georgia. 187 Fed. 363.

Posting of Rates.—Interstate Commerce Act. Feb. 4, 1887, c. 104, § 6, 24 Stat. 380 (U. S. Comp. St. 1901, p. 3156), as amended by Act June 29, 1906, c. 3591, § 2, 34 Stat. 586 (U. S. Comp. St. Supp. 1909, p. 1153) provides that every common carrier subject to the act shall file with the Interstate Commerce Commission, and print and keep open to public inspection, schedules showing all rates, etc., and containing the classification of freights in force, and any rules or regulations affecting or determining any part or the aggregate of such rates, or the value of services rendered to the passenger, shipper, or consignee, and that copies of such schedules for the use of the public "shall be kept posted in two public and conspicuous places in every depot, station or office of such carrier where passengers or freight, respectively, are received for transportation." Held, that an indictment charging shippers with receiving a concession, in that they accepted transportation of certain freight at a less rate than that filed with the Interstate Commerce Commission, but which failed to charge that the higher rate so filed had been and was posted as required, was fatally defective.—*United States v. Miller*. U. S. Circuit Court, Southern District of Georgia. 187 Fed. 375.

Patents Granted

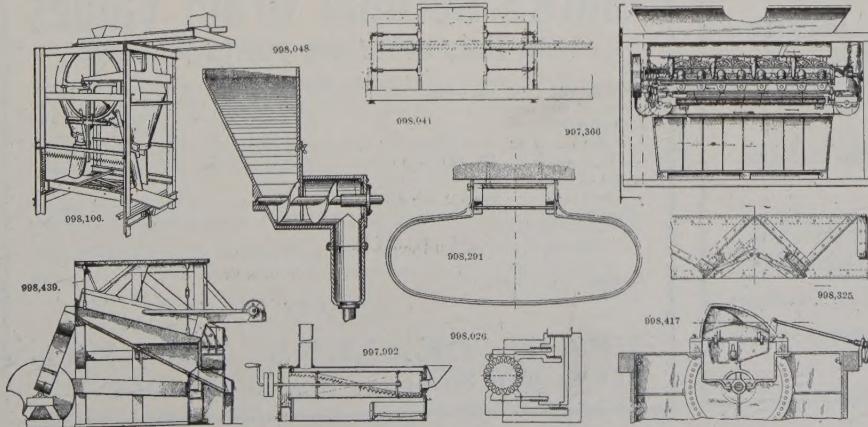
Corn Sheller. No. 998,417. (See cut.) Plin C. Southwick, Sandwich, Ill. A shelling cylinder, a rotatable mandrel for moving material therethru, an adjustable wall for the cob-discharge aperture of the cylinder, such wall being pivoted on a line parallel with the axis of the cylinder and extending from its pivot in the direction of rotation of the mandrel and a swinging gate carried by the adjustable wall.

Malting Apparatus. No. 998,027. (See cut.) Geo. H. Mayer, Buffalo, N. Y. An apparatus comprising a perforated main malting chamber of comparatively large capacity having an inlet at its upper end and an outlet at its lower end, a perforated supplemental malting chamber of comparatively small capacity arranged below the main chamber and having an outlet at its lower end and means for controlling such outlet.

Conveyor and Mixer. No. 998,048. (See cut.) John A. Thomas, Zanesville, O., assignor of one-half to Samuel A. Weller, Zanesville, O. The combination, with a hopper, of a horizontally arranged casing, at the bottom thereof, a spiral conveyor lying partly in the chamber and partly in the hopper and a vertically adjustable slide, the spiral being cut away for the accommodation of the slide, and the slide being cut away to straddle the shaft.

Apparatus for Treating Grain. No. 997,-992. (See cut.) Robert E. L. Grubbs, San Joaquin, Cuba. An apparatus comprising a furnace chamber, a revolute receptacle arranged in the furnace having an opening at one end and a tubular extension at the opening forming a bearing for the receptacle, strips disposed spirally in the receptacle and thruout less than a complete circle therein, the strips being provided with members adapted to engage and advance the grain when discharged therefrom, and a chamber at the forward end of the furnace in the wall of which the receptacle has bearing, the chamber being adapted to receive the material discharged from the receptacle.

Bean Picker. No. 997,366. (See cut.) Frederick C. Britt, Middleport, N. Y. A machine consisting of a frame having rollers supported for rotation adjacent to the ends thereof, a conveyer belt guided over the rollers, means for supporting the frame with the belt tilted transversely, means for driving the belt continuously in one direction, means for supporting some portions of the upper lead of the conveyor belt against sagging, picking rolls supported for rotation in juxtaposition to the unsupported parts of the belt, means for driving the picking rolls in the same direction as the belt, cleaning rolls supported for rotation in juxtaposition to the supported portions of the belt lead and means for driving the cleaning rolls reversely to the movement of the belt.



Grain Car. No. 998,325. (See cut.) James M. Coleman, Montreal, Que. A plurality of hoppers having apertured ends, sliding doors adapted to close end apertures, door jambs surrounding the end apertures, door runners angularly disposed to the door jambs, wedge shaped runners for the doors engaging the tracks for forcing the doors tightly against the jambs and means for raising and lowering the doors.

Grain Car Door. No. 998,041. (See cut.) Edgar J. Russell, St. Louis, Mo., and Jas. W. Dye, East St. Louis, Ill. The combination in a grain car with upper and lower door sections at opposite sides of a doorway, of a fixed track for the adjacent horizontal edges of one pair of door sections and a movable track between the adjacent edges of the other pair of door sections separate and independent thereof and adapted to register with the end of the fixed track section.

Grain Separator and Cleaner. No. 998,-439. (See cut.) Albert Wilford, Baltimore, Md. The combination of a shoe comprising a series of graduated screens, a framework having a vertical series of passages arranged to receive the grain from the respective screens of the shoe, and a deflecting board located below the shoe and having extensions at the sides of the framework leading to the last passage of the series of passages to direct the grain received upon the deflecting board past the said passages and into the last one of the series.

Automatic Weighing Machine. No. 998,-106. (See cut.) John Maher, Alpena, Mich. The combination with a pivotally mounted scale beam having one arm offset upwardly and laterally and carrying a counter-balance weight, a tilting hopper pivotally mounted on the other arm of the beam, a wheel fixed to the hopper, shoulders on the upper periphery of the wheel, a vertically movable latch adapted to releasably engage the shoulders, means for releasing the latch during the downward movement of the wheel, projections carried by the lower periphery of the wheel, a vertically pivoted arm, a stop carried by the arm and adapted to engage the last-named projections and yielding means attached to the arm for retaining it normally in its vertical position.

Bag Holder. No. 998,291. (See cut.) Esler B. Heyd, Garrettsville, O. A bag-holder comprising a bracket adapted to be hung upon a wall having two integral rigid forwardly projecting arms at its middle and sides each provided with a hole laterally thru its base and recesses in the top and front of the arms, a bail to carry the bag and a spring metal loop adapted to hold the bag on the bail, said parts being bent to substantially elliptical shape in plan and the bail having straight end portions lying flat against the outside of the arms and the loop having straight end portions lying flat against the end portions of the bail, in combination with a pivot rod projected thru the holes in the arms and having the extremities of the bail and loop pivotally fixed thereon one against the other and a rod connecting the sides of the bail forward of the pivots and adapted to rest in the recesses in the top and front of the arms.

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of those not quite up to the times that a grain drier is a source of profit only in the handling of a wet harvest. The truth of the matter is we have so perfected our machines in their economy of operation and quality of work turned out that it has been found highly profitable to run all the lower grades through the driers regardless of their condition. For the purpose of raising grades when a shrinkage of one-half to three per cent is sufficient, cold air only is applied and in the handling of this class of work the cold air process for drying and cleaning can not be equaled. A modern drying plant if properly handled can be run every day in the year and whether the machine is running on good or bad material the resulting increase in quality warrants the process.

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Books Received

WEEDS OF ONTARIO is a copiously illustrated pamphlet describing all the common weeds of Canada and giving methods of eradication, by J. E. Howitt, M. S. Agr., lecturer in botany, Ontario Agricultural College, Bulletin 188, 144 pages, indexed. Ontario Department of Agriculture, Toronto, Ont.

BARLEY.—Growers of barley will find the recent bulletin on "Barley, Growing the Crop," a useful compendium of valuable information on solids adapted to the crop, fertilizers, preparation of the land, sowing, harvesting and storing the grain and methods of improving the crop. Farmers' Bulletin 443, illustrated, 48 pages. U. S. Dept. of Agriculture, Washington, D. C.

SHRINKAGE OF CORN.—An experiment with 500 bushels of shelled corn stored in a wooden scale hopper in an elevator at Baltimore was made by J. W. T. Duvel and Laurel Duval to determine shrinkage in storage. The changes in weight and the atmospheric and other conditions which may have affected the results have been carefully recorded during the 147 days of the test in Circular No. 81 of the U. S. Dept. of Agriculture, Bureau of Plant Industry, Washington, D. C.

COST OF GROWING CROPS IN NEBRASKA is the title of a bulletin recently issued by the University of Nebraska. An average of reports for two years shows that it cost the farmers reporting 29.6 cents per bu. to produce corn, 32½ cents to produce oats, 54.9 cents to produce wheat, \$5.37 per ton to produce wild hay, \$4.18 per ton to produce clover, and \$3.10 per ton to produce alfalfa. Bulletin No. 122, Nebraska Agricultural Exp. Sta., Lincoln, Neb.

GRAIN SORGHUM.—"Better Grain Sorghum Crops" is the title of an instructive bulletin by Carleton R. Ball, comprehensively treating of the grain sorghum crops so extensively grown in later years in the great plains region. The different varieties are described and illustrated, the uses of the grain are given with statistics of acreage, yield and value. The percentage of grain in the crop varies greatly with the character of the season. Milo and dwarf milo will produce 35 to 40 per cent of the weight in the form of grain. One plat of milo at Dalhart, Tex., in 1908, yielded 47 per cent of grain. In seasons of drought the percentage of grain falls. Farmers' Bulletin 448, 36 pages. U. S. Dept. of Agriculture, Washington, D. C.

CORRESPONDENCE COLLEGE OF AGRICULTURE.—A complete outline of the courses of study in the Correspondence College of Agriculture is given in a catalog recently issued covering all branches of husbandry. A student attending one of the state colleges of agriculture four years will expend \$1,400; while his expense for the same knowledge thru the Correspondence College will be but a fraction of that amount. The courses in the College have been prepared by professors of high standing and the teachers are men of reputation. This institution was organized to disseminate the most up-to-date farming methods among the millions of practical farmers who can not spare the time from their work to attend a distant college. The officers are Fred Mayer pres., A. C. Hirzel, vice pres., F. H. Pocock, sec'y, and J. L. Doering, treas. The president is well known to the grain trade of Ohio, Michigan, Indiana and Illinois. Additional information may be obtained by addressing the secretary at Fort Wayne, Ind.

The Kansas Grain Co. was recently called upon to pay \$51.20 for two checks issued May 31, 1900, for two wagonloads of wheat delivered at its eltr. in Albert, Kan., when the price paid was 46c per bu. The checks, issued to a German farmer in that vicinity, had lain in his pocketbook until found by his family after his death when they were presented and promptly paid.

Sir Moses Montefiore, the great Jewish philanthropist, once received in his mail a small tin box. On the cover of the box was written, "A Prayer for Sir Moses Montefiore, by Bauch Mordecai, son of Zebi Hirsch Scheinemann of Jerusalem." The box contained a single grain of wheat, on which were inscribed, in characters so small they could only be read with the aid of a powerful microscope, the 386 Hebrew letters of the prayer, and the date of the year (Hebrew reckoning) 5645. Sir Moses kept the prayer in his private desk until he died, and it is preserved with religious care by one of his friends.

Semi-Annual Statement of Mill Owners Mutual.

The 72d semi-annual statement of the Mill Owners Mutual Fire Insurance Co. of Iowa shows this pioneer in the millers mutual line to have assets of \$309,019, of which \$269,922 are in farm mortgages, \$28,536 cash, \$5,639 in premiums and assessments in course of collection.

The interest earnings of the company on its mortgages during the past six months almost paid its expenses. The receipts from premiums and assessments amounted to \$98,904, mortgage loans \$15,575, while disbursements amounted to \$98,338 for losses, \$27,601 premiums returned, \$613 commissions and \$18,068 expenses. The losses in course of adjustment amounted to \$15,000, while the amount of insurance at risk aggregated \$9,893,130.

Since organization 36 years ago, this company has saved its policy holders over 50% of what the same insurance in stock companies would have cost.

The U. S. Dept. of Agri. reports the corn crop in South Africa so badly damaged by drouth that none can be exported.

A 15-yr. old Arkansas boy raised 50 bushels of corn last year on an acre of dry, stony hillside. He used a small plow made out of discarded scrap iron from a country blacksmith shop, and as he had no horse he used his billy-goat to draw the plow. The boy explained the remarkable yield saying that he had continually worked the corn. The State Commissioner heard of the boy's accomplishment and this year supplied him with the best wheat obtainable and also offered him the use of a horse, but the latter offer the boy declined, as he preferred the goat.

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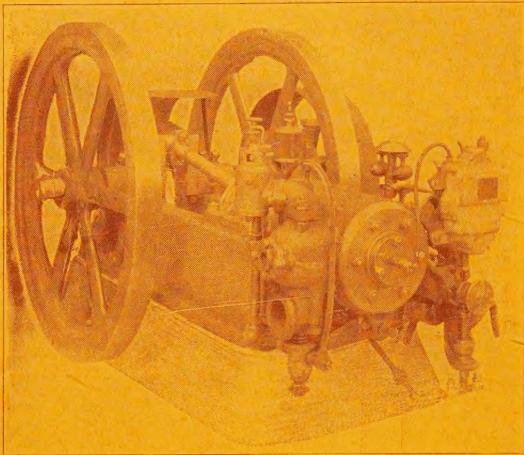
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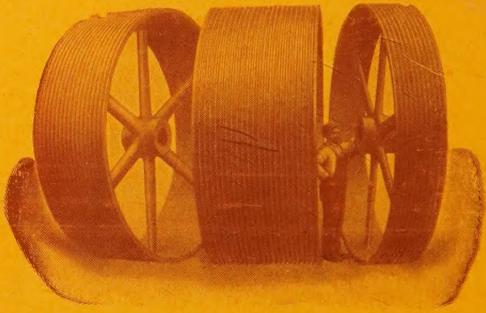
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